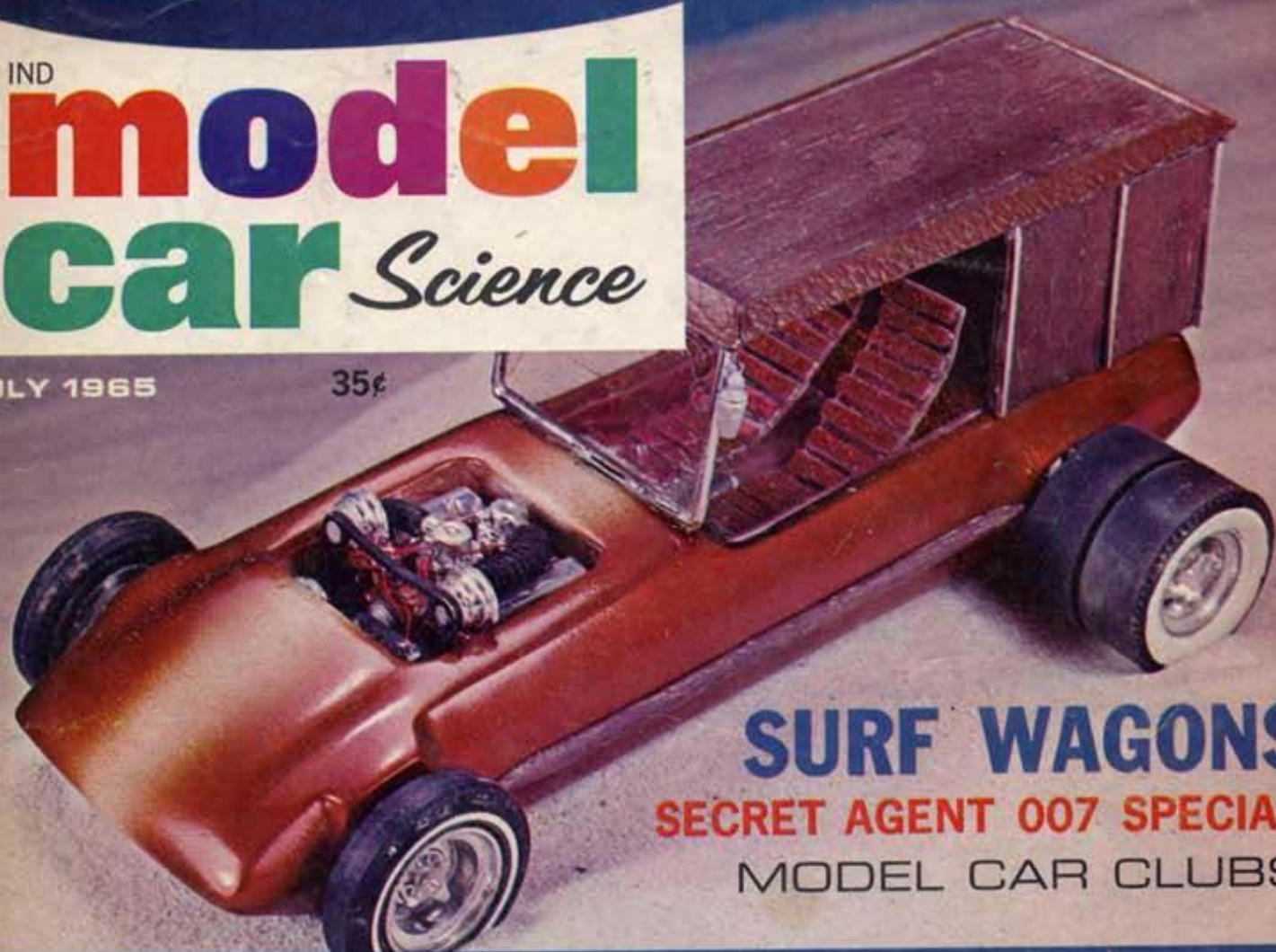


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*MODEL CAR SCIENCE* is published monthly by Delta Magazines, Inc. Executive offices and Subscriptions, 171 Barrington Place, West Los Angeles, California, 90049. Telephone GRanite 6-2881. Single copy price: 35 cents. Subscription rate: 12 issues for \$4.00, U.S. and possessions, 12 issues for \$5.00, all foreign countries and Canada. All editorial contributions and advertising inquiries should be addressed to Editor, *MODEL CAR SCIENCE*, 171 Barrington Place, West Los Angeles, California 90049. Unsolicited contributions should be accompanied by return postage and Delta Magazines, Inc. assumes no responsibility for loss or damage to such unsolicited material. Printed in U.S.A. Copyright 1965 by Delta Magazines, Inc.

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# model car *Science*

Volume 3, Number 7

July, 1965

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ON THE COVER — It's summer time and the surf wagons are in bloom. We're featuring the static model of George Barris' great show car (see page 26) and the motorized version of Monogram's Blue Beatle (see page 50). Photos by Phil Glickman and Chan. Bush.



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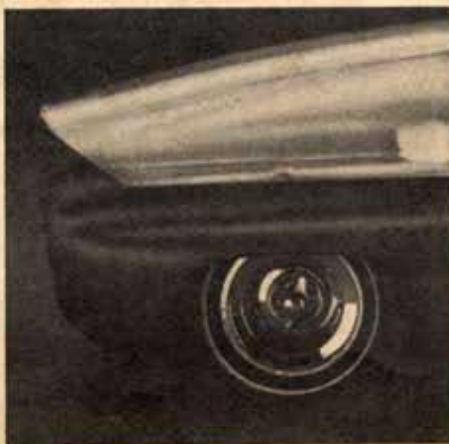
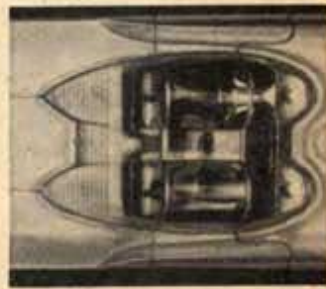
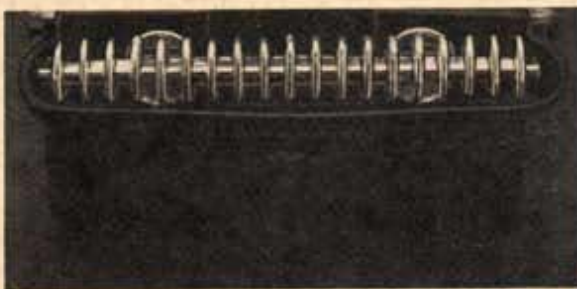
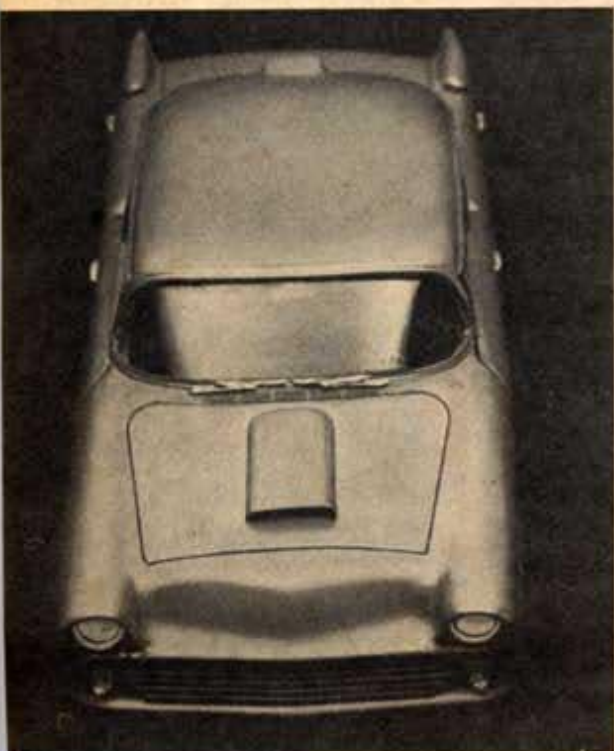
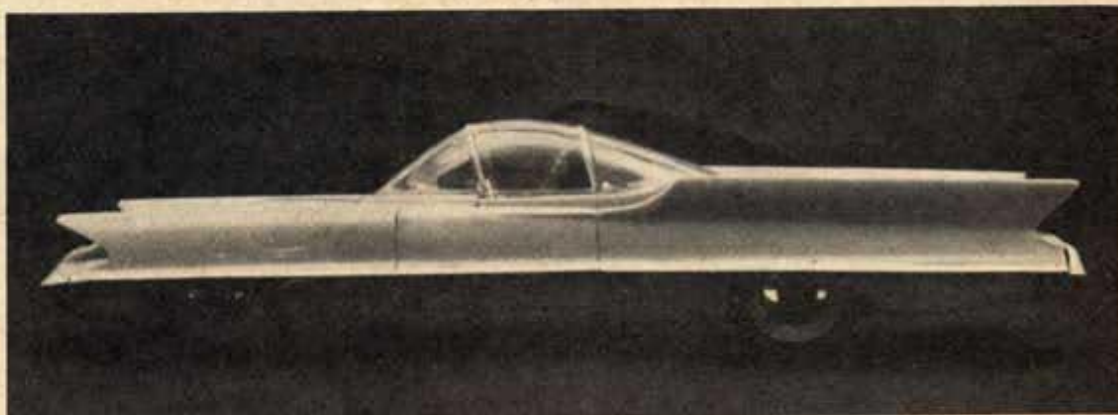
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MCS-7







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# \*\*\*MODEL MAIL\*\*\*

## BIRDWINGS

I have a 1965 M.P.C. Sting Ray and have a few questions I would appreciate an answer on. 1. If I use Gull Wing doors would I be able to make swivel bucket seats? 2. Would an A.M.T. Pontiac engine fit in it?

Terry Olson  
La Crescenta, Calif.

No reason at all why you could not install swivel bucket seats along with your Gull Wing doors, unless you make the bottom edge of the doors so high that any advantage to be gained by swiveling the seats would be cancelled by the high side panel.

The Pontiac will fit, just don't try to put a blower on top and expect the hood to close.

## STAY PUT PLEASE

I have been trying to fit a RP77 into a Revell 1/32 frame and Ferrari body. My problem is that I can't get the motor to stay in the frame without it sliding around. What do you think is the best way to fit it in?

Tom Poziwilko  
Chicago, Ill.

The RP-77 has a 4-40 screw protruding from the side plate, use a washer and nut from the frame hardware to hold this end in the side slot. On the other side near the brush assembly is a tapped hole, use another screw through the side rail with a washer between the motor and frame as a spacer.

## PHOTO CONTEST

I was wondering if H.O. scale cars and track would be accepted in the contest you have each month?

Sam Meeks  
Roswell, New Mexico

Yes, by all means, any kind of car in any scale. Just make sure your photos are clear and sharp and have good contrast.

## TRACK RULES

Is there any set rules for slot racing tracks, such as length and width of cars for different classes. If there are any such rules, would you please send them or tell me where I can obtain this information.

John R. Beal, Jr.  
Decatur, Illinois

Many clubs or organizations as well as house rules at various tracks may vary some what in minor ways. The main and important ones are, 1. A maximum width of 2 3/8 for 1/32 scale, 2 3/4 for 1/24 scale. 2. Axles must not protrude

beyond the edge of wheels. 3. No clay can be used for weight. 4. Forward edge of pickup shoe must not extend beyond front of the body.

There are many others that will differ between tracks or areas. Out here in the West we wire tracks with positive (+) to the right side, in the East it is on the left.

## INTERESTED

Would you like an article concerning the mounting of an SP-600 or a K & B Bobcat or any engine of the same size in a sidewinder position that is very inexpensive and easy to build?

I just accidentally came upon a very original idea for doing this and thought you might be interested in running an article about it.

It will accomplish these things: 1. Since the weight will be in the rear end, boys will be able to do wheel stands with their cars. All the racing enthusiasts here try this with their cars and it won't work. 2. It's very easy to build and inexpensive. Are you interested?

Alan Lee Hansen  
El Cajon, California

How do your ideas compare with the article in last month's issue on some what the same theme? If your ideas are any different send them along and we will let everyone in on it. I am sure a lot of our readers would be interested.

## VW's

In your January issue of Model Car Science on page 41, you show Paul Scott's winning photo of slot racers in action. In the upper left corner of this photo is a model of a Volkswagen Kombi. Can you tell me if this is a kit put out for sale or is it scratch built? If a kit, who puts it out?

In your articles on customs and scratch building, I hear a lot about "file Card." Is this the same as index cards, if not, where is it available?

Rex Matthews  
Lawrenceburg, Tennessee

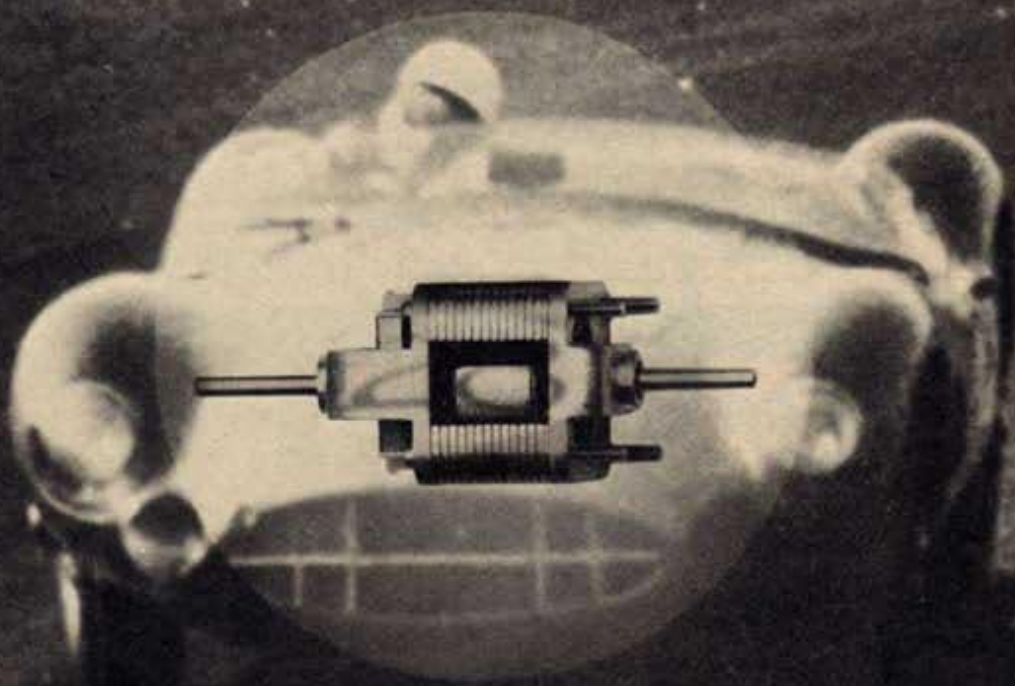
The car in question looks like the model produced by Revell approximately five years ago. It is a good one and well detailed for its time, hinged doors and all. Do not know if it is still in their line or not. Your local dealer should be able to find out for you.

Yes file card or index card are one and the same. Most common size are the 3x5 cards for index files, and are approximately the same weight as what used to be the old penny post card.

continued on page 10



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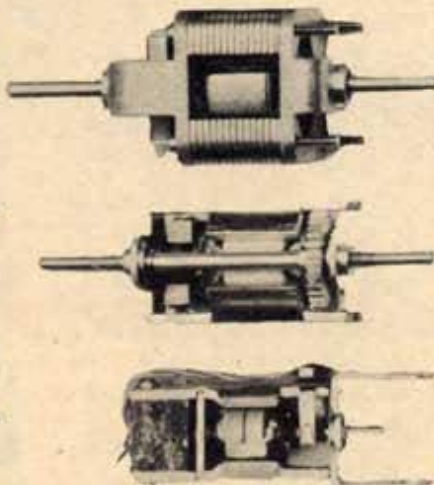
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### WRONG INFO

Could you please give me some information on how to make opening doors, etc? Out here in Australia there is no such thing as an Autocuter, and I'm not quite ready to part up with £50 (about 100 dollars) for a jeweler's saw.

John Summers  
Sydney, N.S.W. Australia

A jeweler's saw is by far the best way of removing or opening parts but someone has given you the wrong information as to what a Jeweler's saw is as I do not think there could be such a difference in price between the two countries. After all they only cost approximately \$3.00 here. They can be ordered from the larger mail order houses that advertise in this magazine. The frame is approximately the same as used on a coping saw and the blades look the same but much thinner and with many more teeth per inch. They should be available from any store that carries a good range of shop equipment.

### BRAKES ANYONE

I have raced my car at local tracks and I now have an old doorbell button which I use for a brake. It works very nicely but my curiosity has gotten the best of me; so could you tell me how it is hooked up? I know that the button is hooked up to the neg. post and the brake post but what is the brake post hooked to?

J. Reynolds  
Northridge, Calif.

The brake post is in turn connected to the positive side of the slot. Thus when power is off and brakes applied you are shorting across the pickup braids making a closed circuit. The rotation of your motor's armature under this condition is making a generator out of it and is slowed up by the attraction of the armature segments as they pass through the north and south magnet fields.

### CONTEST QUESTIONS

In reading the MCS contest rules, I noticed there were no specifications as to whether you could enter any 1/8th scale cars. If I am permitted to enter this contest with a 1/8th scale model, please let me know.

Now, I have a couple of questions in the slot racing category. My Atlas Controller (which is brand new) always burns up after about 15 or 20 minutes of use on a 12 volt track. What can I do about this? Any information you can give me in this regard will be appreciated.

Dennis Stephens  
Los Angeles, Calif.

Contest entries may be in any scale as long as they are models. The main thing used in judging them are originality, attention to detail, and workmanship

continued on page 12





# The Case of the Missing Blades

(or handles, pliers, files or whatever)

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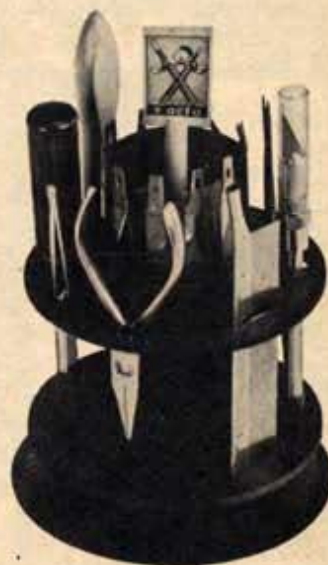
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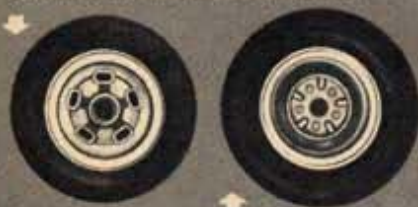
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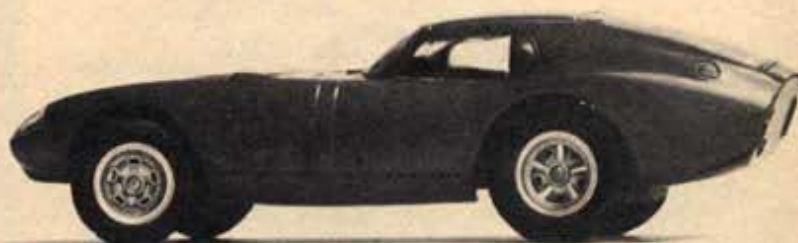
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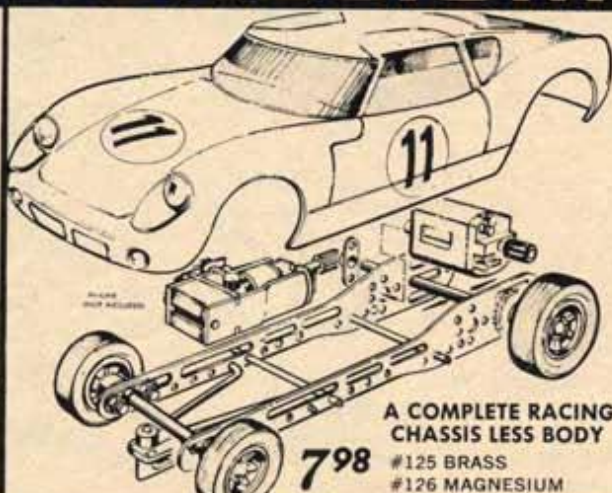


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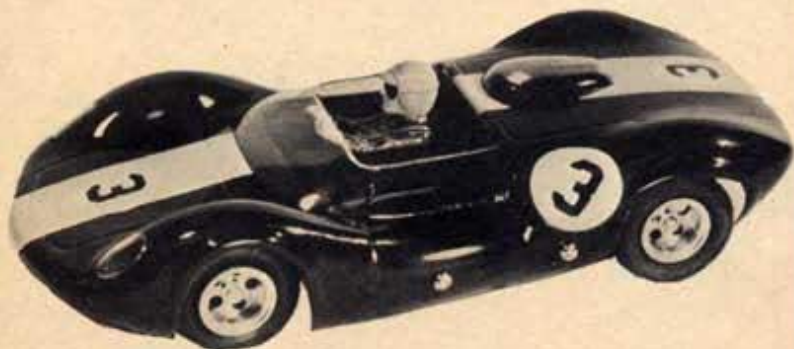
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and of course a good clear photo of the model is a great help in determining these points.

You have left out quite a bit of information in regards to your controller such as its rated resistance, type of motors run, type of track, etc. This is more or less normal with the majority of controllers. Generally speaking most have too high of a resistance factor and become a heat sink. Try and get a replacement unit with no more than 25-30 OHM rating.

### AC - DC?

How come the motor for most household racing tracks are D.C. when most houses carry A.C.? Do transformers change A.C. to D.C.? Is there a way to change A.C. power to D.C. and if so how do you do it?

Tom Gridley

Massapequa Park, N.Y.

First, it is impractical to make an A.C. motor in the sizes required for track racing, that will compare with the D.C. units.

Transformers as the name implies change A.C. to D.C.

The easiest method of changing A.C. to D.C. is to just buy one of the quality items now on the market.

They can be constructed of components but will probably cost more than the transformers and require a good knowledge of electricity to know what items to use and just how to hook them up.

I would like to know if the Ram 222 will fit in a Pittman 704 chassis.

Don Coulter

Huntington Park, Calif.

Yes the Ram 222 will fit any chassis designed for the Pittman 704. The basic design layout is the same for both motors. The Ram side brackets allow a variation in gear ratios, something the Pittman does not.

### LIGHTS FOR H.O.

On the outside back cover of the December '64 issue of MCS, there is a photograph of a portion of an Aurora layout. In it are shown some overhead highway lamps. Would you tell me whether the lamps are on the market now, who makes them and the retail price of them.

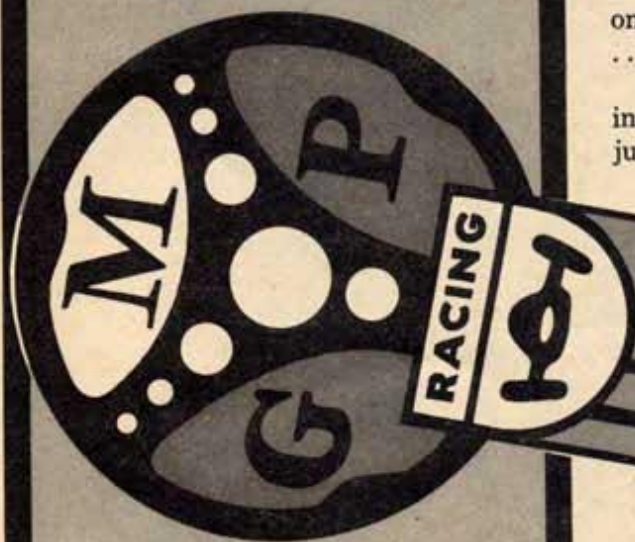
Doug Faults

York, Pennsylvania

This one required a lot of research but we think we have the answer now, or at least something that approximates the ones in the photo. They are produced by Tyco and are their #103 fluorescent streetlights. They sell for 98¢ a pair and are generally used on railroad layouts but will sure add to your track layout.



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## BARRIS KUSTOM KORNER



Hollywood, California, the capital of the movie and TV world, is a land of make believe. And, at Barris Kustom, we're coming up with some creations for the Hollywood studios that are pretty hard to believe themselves!

We've just wrapped up 30 days of hectic filming at Universal for one of our favorite TV series, "The Munsters." We were working on a show to be called "Hot Rod Hermin," which stars not only the famous AMT Munster Koach but also a brand new, really wild machine we've recently put together at the Barris Kustom shop, a drag speedster we've named the Drag-U-La.

This is one car I can hardly believe myself! The Drag-U-La has a 350-cubic-inch Mustang engine with a Dupree chrome dome fuel pump and . . . Well, you'll get a chance to see for yourself if you watch your TV log for the "Hot Rod Hermin" episode of "The Munsters."

The Munster Koach and Drag-U-La

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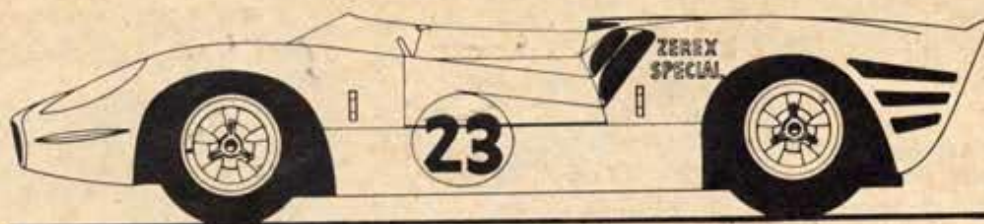
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Personally, I got a real charge out of working on this segment of "The Munsters." I was lucky enough to serve as technical adviser throughout the whole

*continued on page 16*

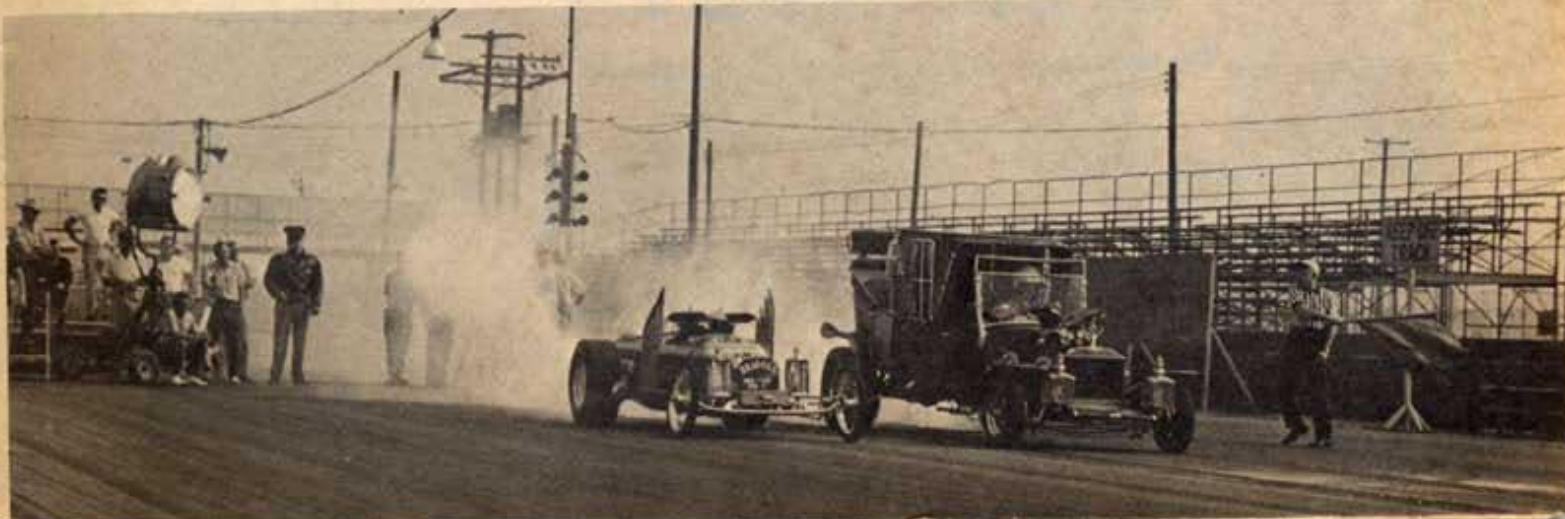
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## BARRIS KUSTOM KORNER

*continued*

project, but I think I laughed more than I worked!

Barris Kustom has been called in to help on quite a few other pictures, too. We've been working on a Marlon Brando film, "The Chase," featuring four slick-looking hot rods, a new Paramount picture, "Village of the Giants," which uses a wild stunt rod, and a Columbia release, "The Silencer." We hope you'll have a chance to see all of these when they play in your area.

Turning away from the tinsel of Hollywood, Barris Kustom has just completed a really interesting '61 Thunderbird convertible for Dave Evans. We tried a few new ideas on this particular car and we're pretty happy about the way it turned out.

We started by lowering the car three inches all around. Then, we applied walnut-colored formica with white ash trim along the sides, complemented by white pearl paint. For headlights, we used rectangular Cibies imported from France; you're going to see these more and more on top show cars.

Some of the interior features of the Evans 'Bird are a Muntz stereo setup, a dash-mounted Sony TV and, believe it or not, a working soda fountain filled with Coca Cola! Watch for this car in *Popular Customs* and some of the other magazines.

We've got a couple of other interesting projects under way. One is a chopped Buick Wildcat we're going to call the Mystique and the other is a restyled Marlin fastback with four Cibie headlights, satin-finished Rader wheels and a black leather top over a candy red flake body. I'll be telling you more about these two jewels in future issues of *Model Car Science*.

With all of this action at the studios and the shop, I've still managed to find time to spend a few days at AMT in Detroit. It's getting to be that time of year; time, that is, to come up with customizing ideas for the new cars that will be appearing in the fall. I can't tell you very much about this just yet, since the styling of the cars themselves is still confidential. But I will say that it's going to be an exciting year. AMT has some really terrific goodies on the way.

We'll keep you posted on all these developments as soon as we can release some information about them. And we'll be talking to you again next month.

George Barris



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More to Come!



# AN ASTON MARTIN FOR Building a "James Bond Special"

The Luger pressed hard into James Bond's side. Though he suspected that the car behind him belonged to the gang hunting him, he never really suspected that his passenger would hold him up. 007, (James Bond's secret name) had no choice. He pressed the button on his dashboard, and *whoosh* . . . the passenger was ejected upwards through the open roof. Bond then pressed other buttons to eject tacks and oilslicks at the rear of the car to get rid of his pursuers. He kept a sharp eye on his radar screen, mounted on the dashboard, which pinpointed the location of the car *he* was pursuing. In a few moments the Citroen loomed up ahead of him. Bond actuated the ramming bumpers and floored the throttle of his dove-grey Aston Martin.

A paragraph from Ian Fleming's book "Goldfingers" might sound very similar to the above. You see, James Bond is a British counterspy, with the code name "007," who tangles with international gangsters in his latest adventure "Goldfingers." The chase takes him through the Swiss Alps where he is after a Mustang. They careen and swerve through countless hairpin turns and slippery roads. The outcome of the chase? Well, you'd better see the movie for yourself, but suffice it to say that Bond drives his car with supreme confidence because it is a GT coupe capable of 160 mph speeds. The car, an Aston Martin DB-5, can be bought for approximately \$13,000

By GEORGE SIPOSS

(basic price) on top of which is added the cost of the extensive modifications. But, more about this later.

The Aston Martin DB-5 is a deluxe touring car for four people. It is made in England having been designed by Mr. David Brown (hence the "DB"), a top flight engineer and manufacturer of high speed, luxury automobiles. The car has a 4-liter, d.o.h.c., six-cylinder engine, capable of developing 282 hp at 5500 rpm. Air and gasoline are mixed by three SU carburetors. Its total weight is a little under two tons. It accelerates from 0 to 60 mph in eight seconds, covers the 1/4 mile in 16 seconds from a standing start and does over 100 mph in third gear. In fifth gear it reaches its top speed at 160 mph, however, the greatest advantage of the car is the fact that it will cruise at over the century mark in complete safety and comfort hour after hour. In other words, the ideal car for a counterspy.

Let's look at the special equipment installed into the car.

1. Two way-radio.
2. Ground Radar. This follows a device planted into the opponent's car. Although the car you are following is out of sight, the radar (linked to a map) gives an accurate account of the other vehicle's position.
3. Ejection Seat for the passenger. A

flip of a concealed switch can open the roof and propel the unwanted passenger 40 feet in the air. The concealed switch is, of course, on James Bond's side.

4. Twin Machine Guns, mounted under the parking lights. A switch on the dashboard fires them; pointing the car aims them.

5. One of the taillights is equipped to spray oil on the ground to make it difficult to follow this car.

6. The other taillight has a Nail Ejecting Device built in, to puncture the pursuer's tires.

7. To prevent being passed or, to slow down the adjacent car, cutters extend 24 inches out of the rear wheel hubs. These cutters rotate backwards to chew up the opponent's tires.

8. Bumper guards, front and rear, extend 18 inches, for ramming purposes.

9. Bullet Proof windshield extends atop the trunk to allow safe getaway for Bond.

10. A Smoke Generating system mounted on the exhaust makes it easy to stage a strategic withdrawal. And, finally, for a subtle touch,

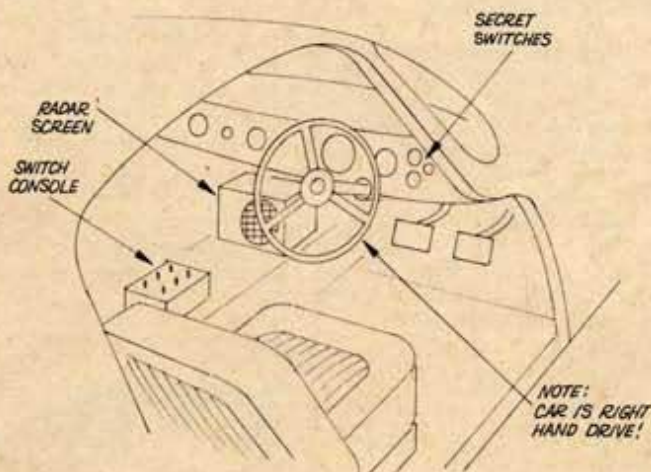
11. Revolving License Plates. They rotate at the touch of a button to reveal either a French, English or Swiss license number.

It occurred to us that most of these devilish devices could be incorporated into a slot car should you want to stage an exciting chase with your cars. HO scale lends itself to external modifications but due to the extremely cramped quarters inside the car, 1/32 is easier to work on. Large 1/24 or 1/25 scale is most ideal for this type of modification.

Aurora makes an Aston Martin coupe in HO. Lancer makes a 1/25 scale clear plastic Aston Martin roadster which could be modified into a coupe by the addition of a simple roof. (The hood, grill and lights are similar on the sports and GT versions.) In 1/32 scale we know of no bodies of this type. One could take another coupe and make it look like the DB-5 by a little bit of putty and body work here and there. A Jaguar XK-E could quite conceivably belong to "007" since it is also a through and through English-made GT coupe.

Let's see how to incorporate most of the offensive and defensive equipment into a slot car. Some can be made to operate, other features will be made for looks only.

The radio can be simulated by a sim-

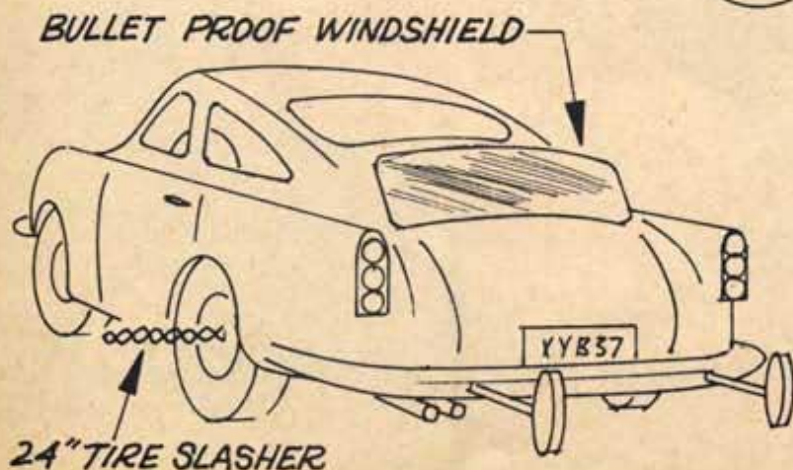
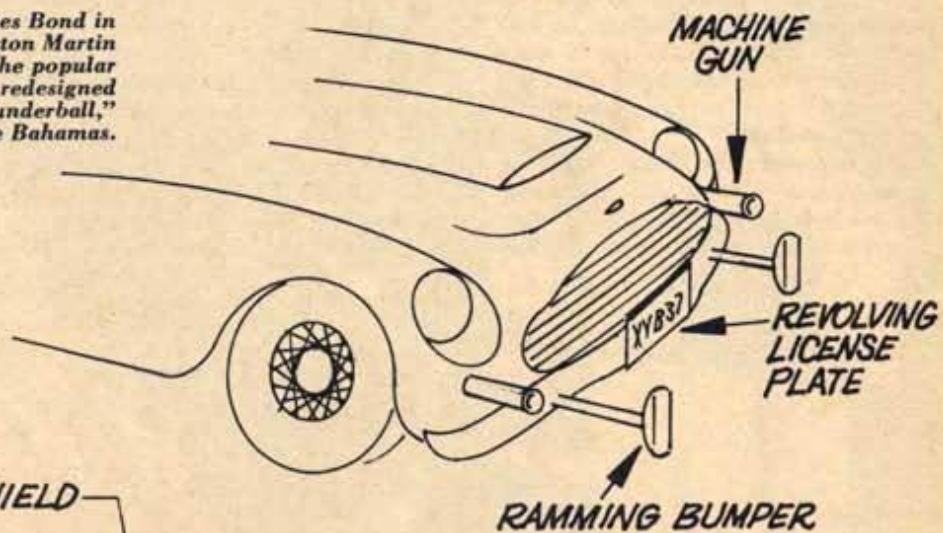




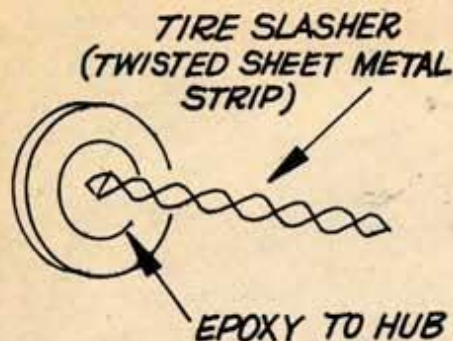
"007"



Sean Connery, who plays James Bond in "Goldfinger," stands next to the Aston Martin DB5 which is an integral factor in the popular spy movie. The car has just been redesigned for the next Bond thriller, "Thunderball," now shooting in the Bahamas.







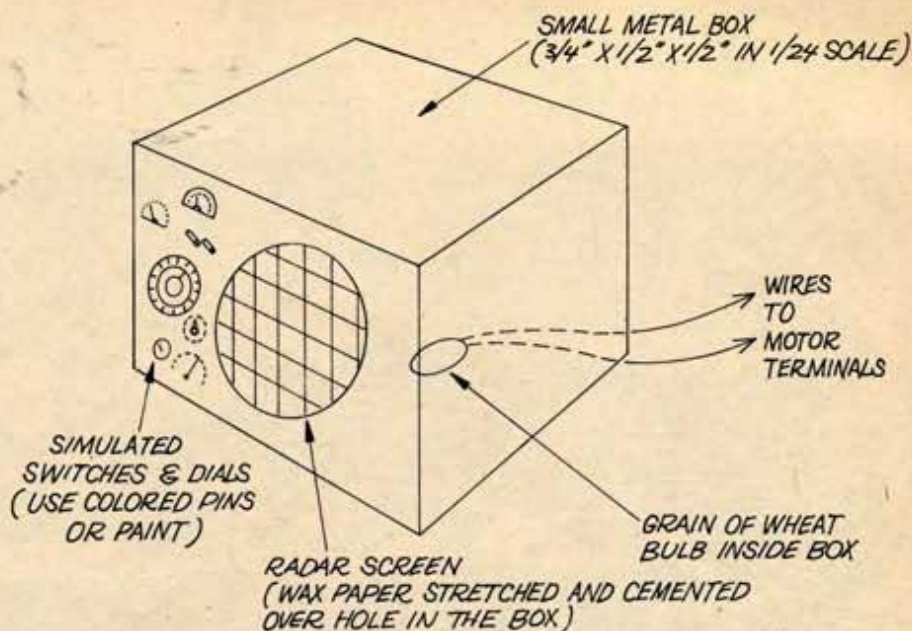
ple antenna wire on the roof. The radar screen can be just a dot of grey paint inside an HO car or, in 1/24 scale, a small box with ground glass (or onion paper) on the front of it with a grain-of-wheat bulb inside it. Mark some grid lines on the screen with a fine pen. The bulb should be wired in parallel with the motor.

The ejection seat can be faked on HO or 1/32 cars by cutting a hole in the roof of the car. In 1/25 scale one can make a spring loaded seat on which a Mini-man "passenger" can sit. At a predetermined point on the track stick a thumbtack into the track so it will protrude approximately 1/4-inch above the track surface. The catch lever on the spring loaded seat can be tripped by this pin.

Machine guns are small pieces of wire cemented under the headlights in HO scale. On a larger scale, use a small bore brass tubing (empty ball point pen cartridge) for this purpose and epoxy it on the front fender.

Oil can always be sprayed onto the track by your assistant when the pursuing car gets too close to yours. Make sure you obtain permission for this ma-

## HOMING RADAR FOR JAMES BOND



neuver from the owner of the track.

A strip of sheet metal is twisted and epoxied to the rear wheel hubs to resemble the "Ben Hur" type cutters. In HO these should extend 1/4-inch from the wheels, in 1/32 they are 3/4-inch long, while in 1/24 scale they are just under an inch long.

Bumper guards for ramming purposes can be made from stiff wire and cemented or epoxied to the front and rear bumpers on the car.

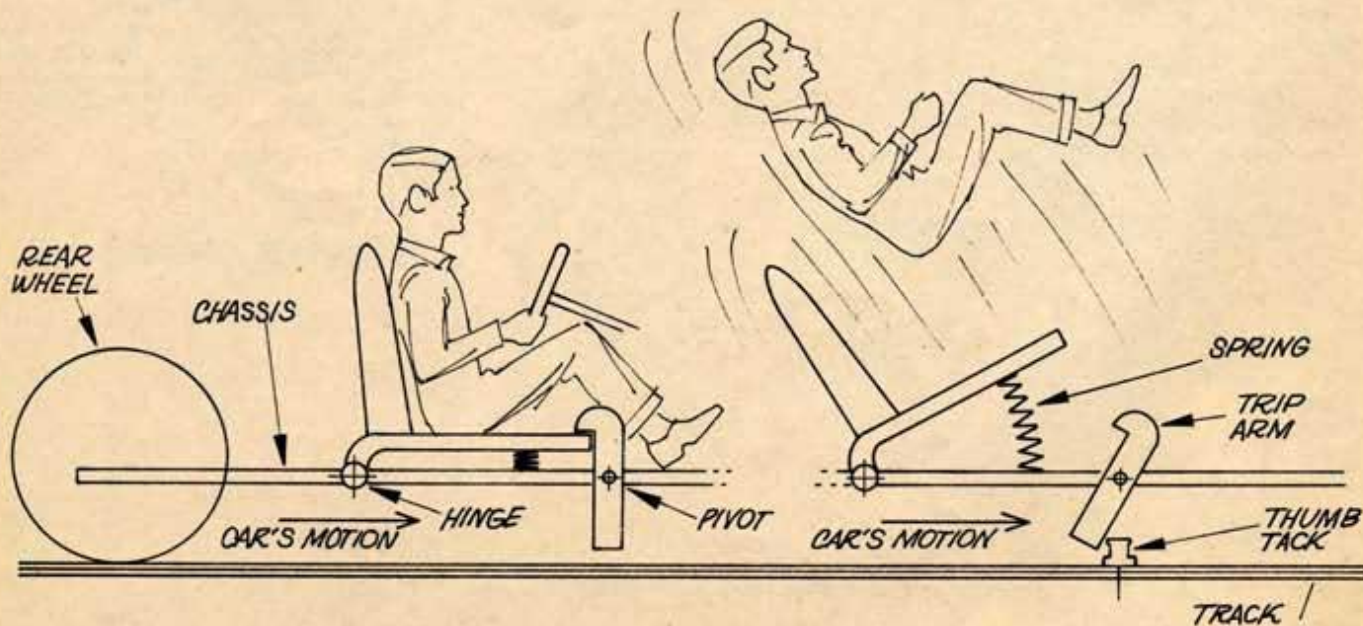
The bullet-proof windshield atop the trunk is a piece of clear plastic or unused windshield from a car kit.

Revolving license plates can be made out of small pieces of sheet metal (cut up an old tin can) in the larger scales but for HO you might be satisfied with

just painting a license number on the front and a different number, using a different color, on the back.

Perhaps an ingenious modeler will devise a method of generating smoke. A small tray or metal container could be used atop the motor to contain some model railroad smoke generating liquid. After a lengthy chase, when the motor in the car gets pretty hot, smoke will be seen to emanate from your James Bond Special.

To stimulate interest in this type of customized/slot car, the Editor will award a prize to the best looking (and best functioning) car in each scale. Just send us pictures showing the car in three quarter views from the front and back.



## JAMES BOND EJECTION SEAT TRACK





# Contest Winners



"GOLD FINGER" 007

Major styling changes in Don Culp's beauty at the front are the installation of a Mustang grille turned upside down and the forward fender fins from the AMT 62 T-Bird.



Crown of the rear fender fins extends forward into the top disappearing at the windshield posts. Finish is in keeping with the car's name, consists of a base of Testors Lime Gold metalflake topped by AMT Candy Tangerine and a final 3 coats of Lime Gold Metalflake.

Yet another version of the Goldfinger 007 picks up this month's \$25.00 Savings Bond for modeler Don Culp, P.O. Box 354 of Pocahontas, Arkansas. His styling changes have completely changed the original identity of the car.

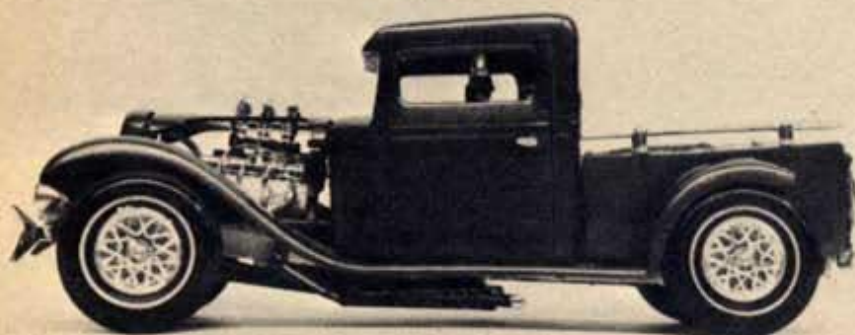




*Recognize the cab on this little dragster? We didn't either. It's a vertical sectioned Orange-crate by Woody Nichols. The door section has been eliminated entirely for an original look.*

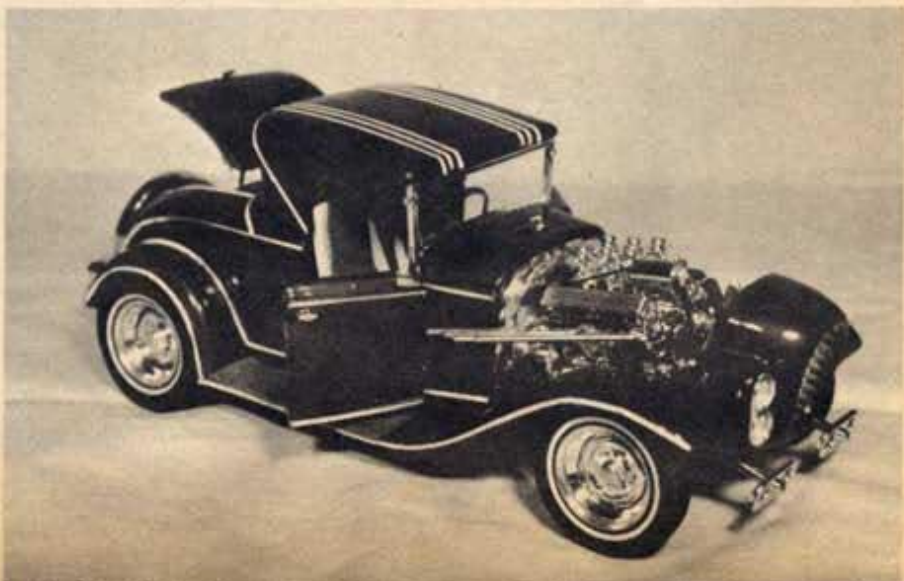


*A competition conversion of the Sting-Ray well executed by Ben Sorgie, contains a nice blend of custom ideas also. Power is supplied by a fully detailed Chrysler and the reworked front end contains parts from a '57 Chevy and a '63 Impala.*

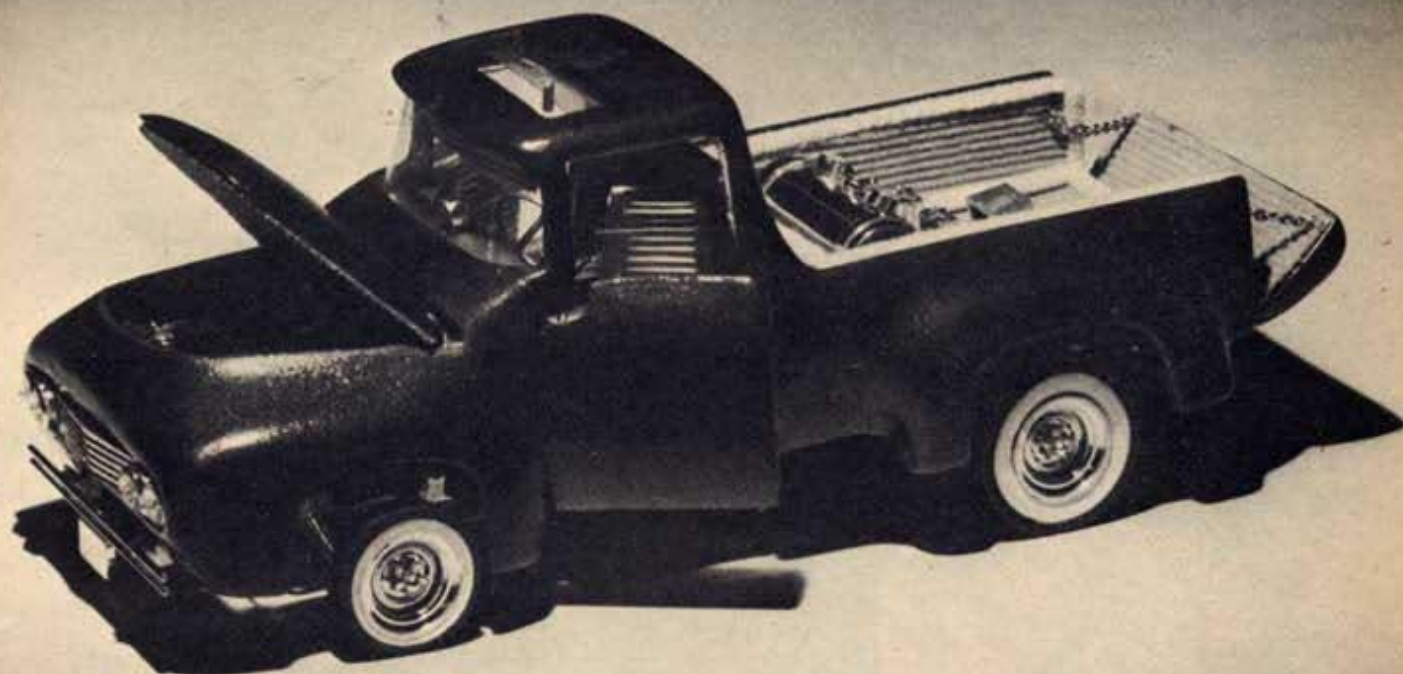


*Lots of plastic ended up on the floor when Chris Geiger started in on his '34 Ford pickup as it has been chopped, sectioned and shortened, as well as lowered. The result is a neat little hauler.*

*An original street rod based upon a '32 Ford roadster is the work of John Brandimarte. The Ala Kart furnished many detail parts used in its construction.*





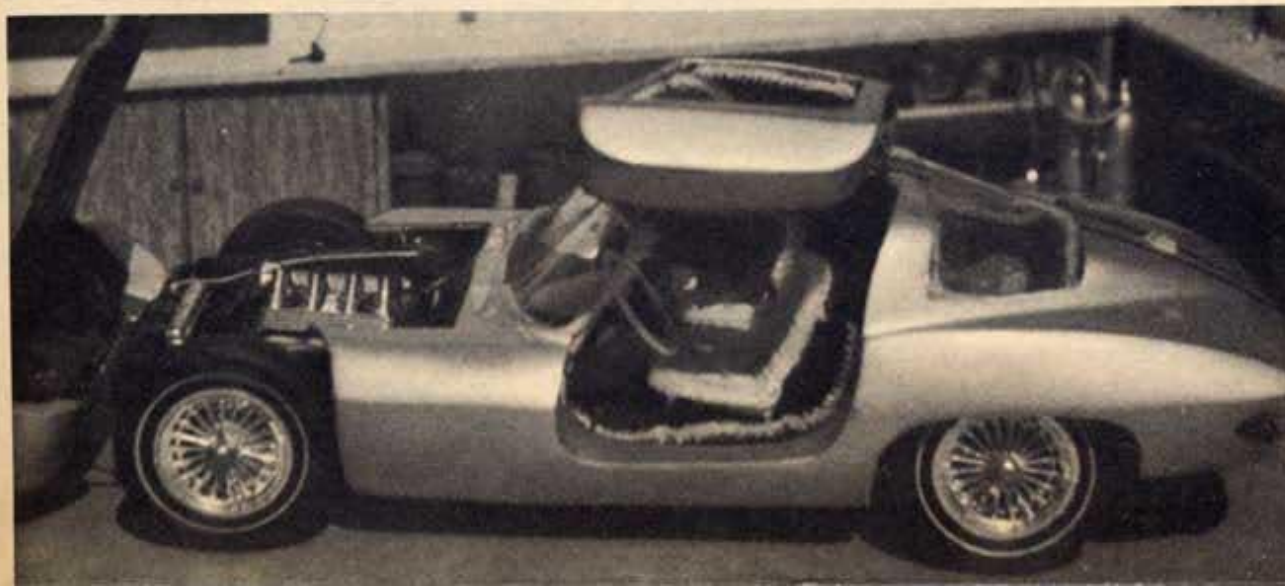


*This real sharp '56 Ford pickup is the work of John Dzuryak. Look close and you will see that fenders cab and pickup bed are all molded into one unit, a neat bit of work. Paint is a combination blue metalflake that consists of 22 coats.*

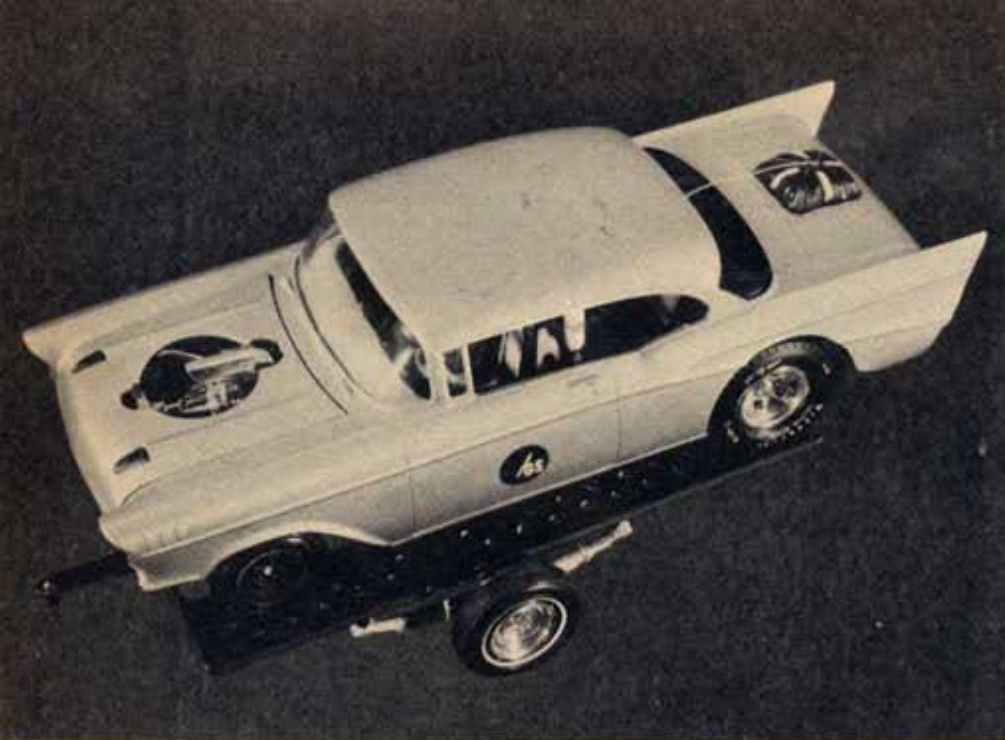


*The custom front end is styled around a grille from Revell's custom parts. The hood now hinges from the front. Looks like Dennis has a well equipped garage for working on his custom.*

*This highly modified Sting-Ray contains a lot of effort by its builder Dennis Doty, who started with a '63 Sting-Ray and sectioned it as well as filled all original openings as a starter. The gull wing doors are an excellent example of good workmanship.*





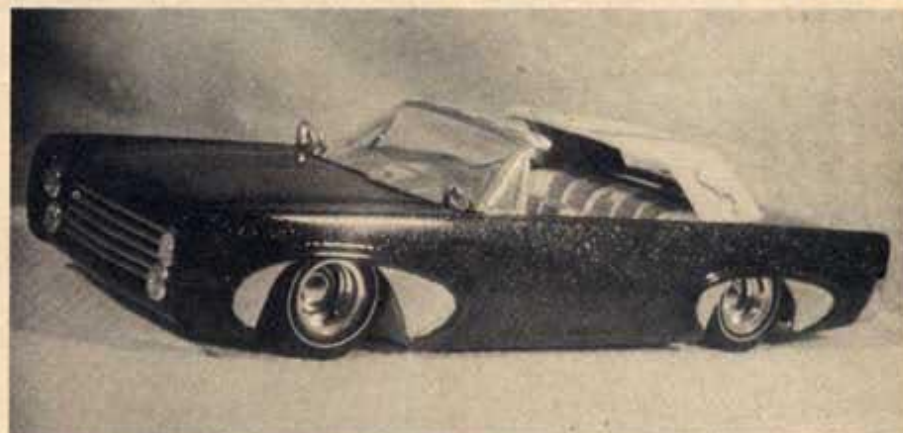


Earl Ripling of Flossmoor, Illinois, should be quite proud of his little strip charger. The workmanship and detailing is excellent, down to the fine lettering on the tire sidewalls.

Good taste is shown in this reworked Continental by Ed Raum of Vallejo, California. A nice touch is the sculptured flares at both front and rear wheels. Paint job is outstanding blue metalflake.



Here is a hot version of the Cobra by Tom Wible of Greensburg, Penn. This one has wire wheels and for power it is supposed to have a DOHC 427 engine. Man, this would be a powerhouse.



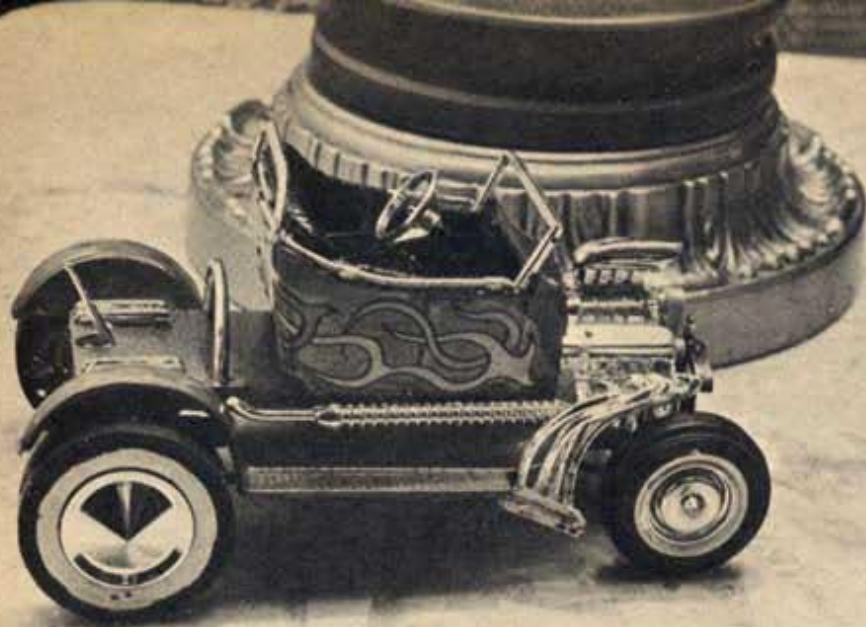
A beauty in detail and well finished custom Stingray by Carl Lundquist of Chicago, Illinois. Basic body lines have been retained but changes are extensive at both front and rear. The bubble top is from the Predicta kit. Side pipes are from AMT Silhouette kit. Finished in metalflake green including a total of 33 coats.



A dechromed drag strip special by Paul Herfel. Power is supplied by a 409 Ford and for proper weight transfer a tube front axle replaces the stock set up.

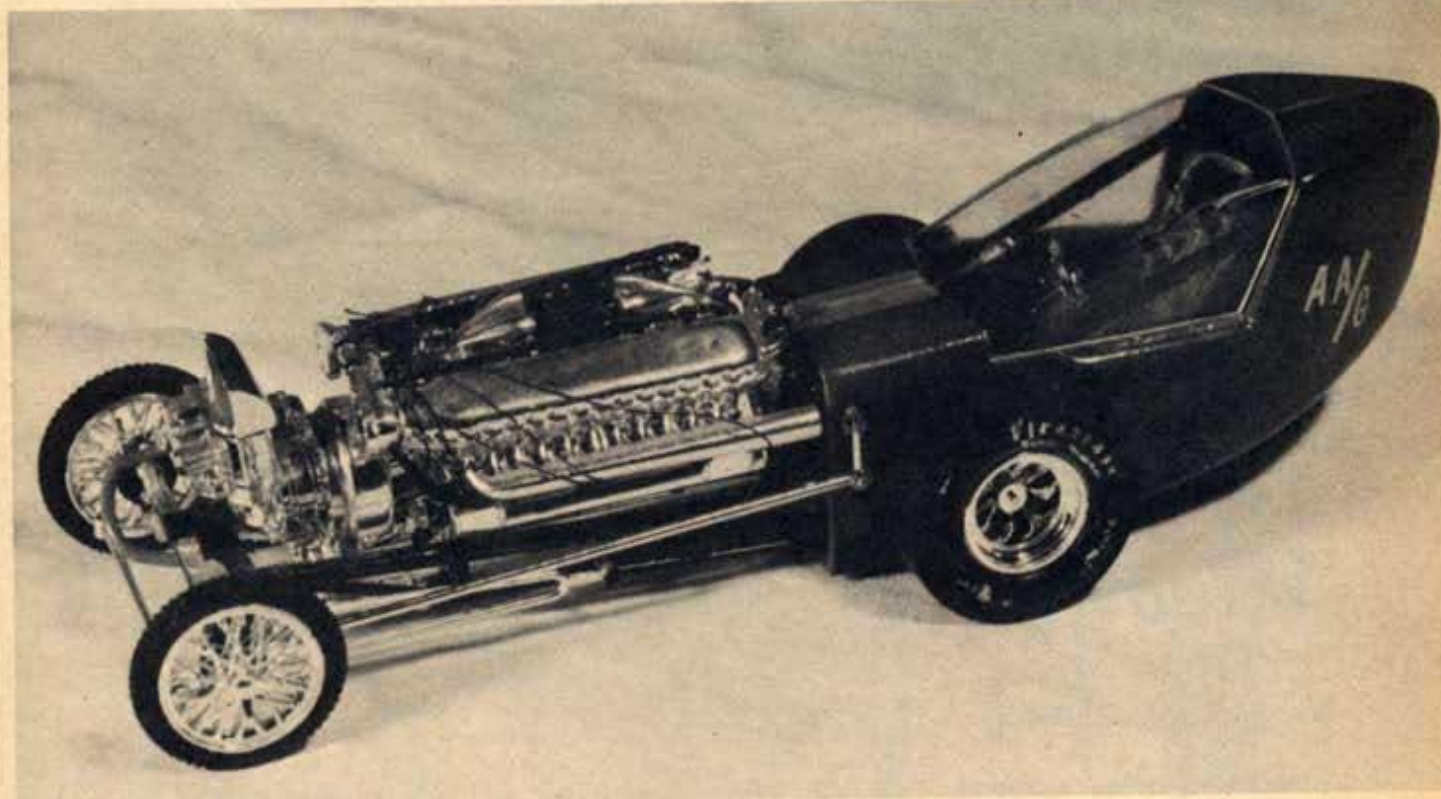






*Most modelers today have their cars dragging the ground, but Peter Sporer of Detroit, Michigan, went the other way and kept his in the traditional high boy style.*

*This one has had the full treatment, chopped, sectioned and channeled as a starter. Then Eddie Raum added his own ideas for a complete full custom.*

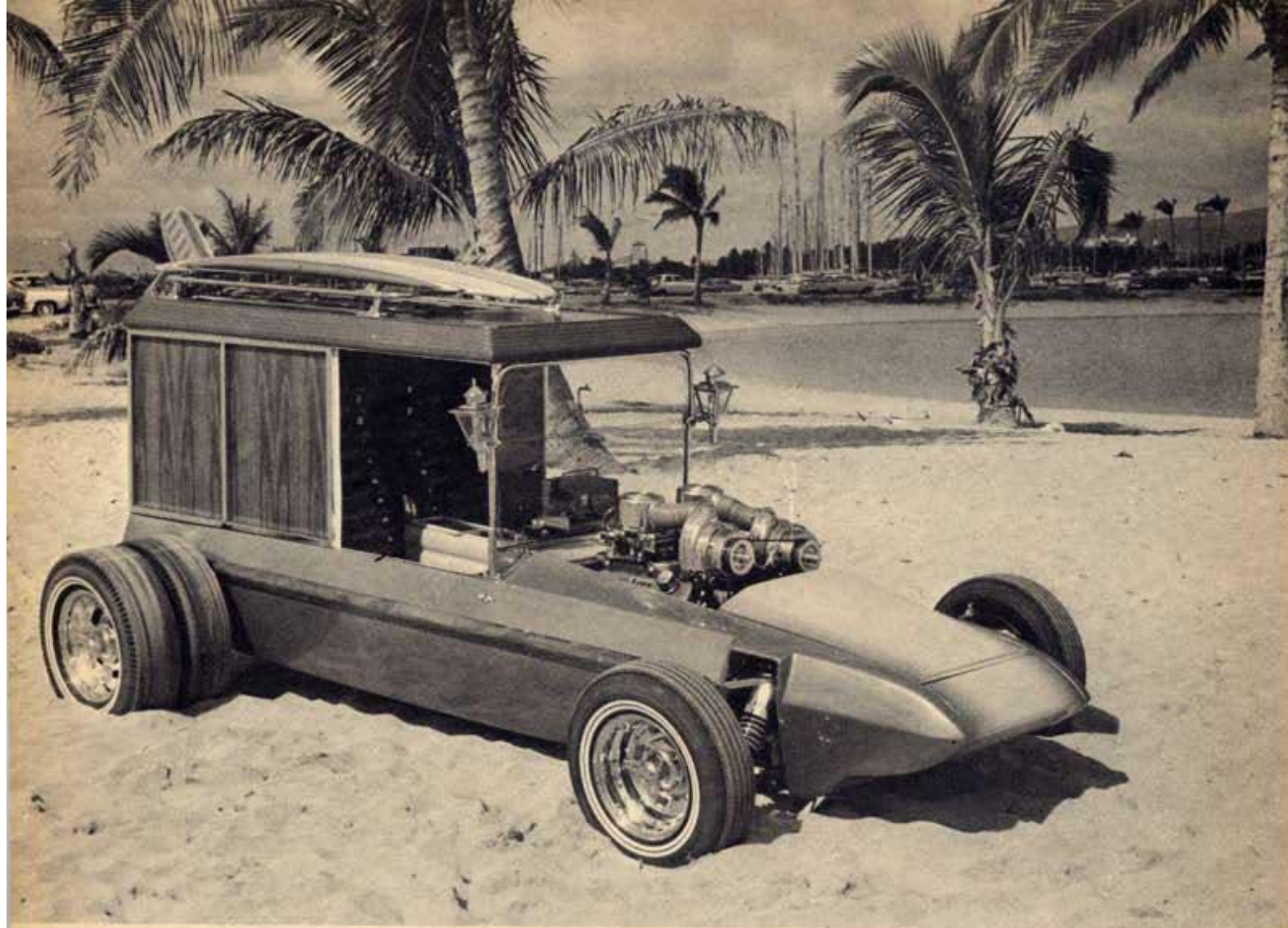


*Allison engines are always popular when lots of cubic inches are in demand and that's what Brian Rodenhaver of Lake Alfred, Florida, wanted when he built his dragster.*

*Clyde Williams of Southfield, Michigan, sent this photo of an unusual pick-up using a '62 Tempest. Up front a blown Chevy engine is installed.*







# Surf Woody

By GEORGE BARRIS

It started with an idea — a fantastic dream, really — for a modern surfer's vehicle, a sketch by Tom Daniel dramatizing the styling themes that have made the Model "A" station wagon such a popular choice among the "hang five" set. And, at Barris Custom, the idea became a reality in steel and walnut, the Surf Woody, the center of attention wherever it's shown and a new favorite among model car builders.

In my travels across the country, visiting custom and model car shows, I've been amazed to see so many small-scale versions of the Surf Woody, scratch-built following photos in magazine stories like the one Wayne Thoms presented in last

December's issue of *Popular Hot Rodding*. They've been made from everything imaginable — balsa wood, plastic, clay, AMT Corvette kits and even pencil boxes!

Well, if you want to build a model of the Surf Woody, we can save you *that* much hassle. The 1/25-scale model shown on the cover of this issue of *Model Car Science* was scratch-built but it incorporates a good many components from various AMT kits. In a way, it duplicates the approach we used with the real Surf Woody. The basic body was hand-made but the "mechanical" parts were adapted from other vehicles.

Specifically, the body was formed of balsa wood, hand carved to the same contours as the Barris Kustom original. The Astro wheels came from the Villa Riviera kit I had the privilege of designing for AMT, the front suspension from a Falcon, the engine from a Cobra, the Paxton superchargers from a Ford, the windshield and rear slicks from a 1925 "T." Just remember that all of these are AMT kits. Some of the parts, such as the Paxton blowers, are rather specialized and won't be found in other brands.

The body was finished with Mylar

contact paper, to simulate the walnut panels of the original car, and fire orange metal flake lacquer.

It was my shop, Barris Kustom, that built the full-size Surf Woody, so I can speak with authority when I say that this particular model is one of the most accurate miniatures I've seen.

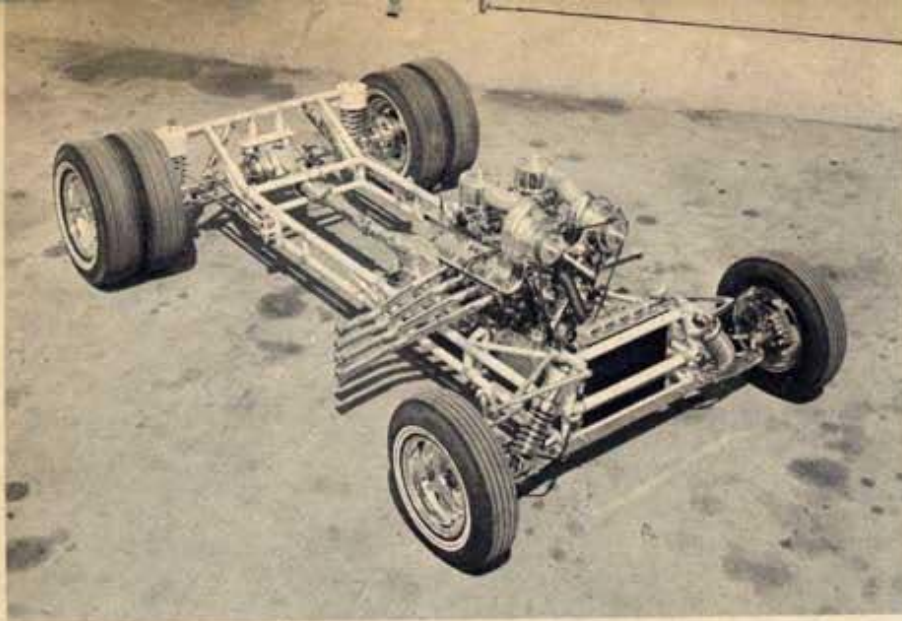
I'll admit that scrounging all the parts I've listed is a bit of a hassle. I should know; I had to dig up the *real* ones for the first, full-sized Surf Woody! So, if you'd like to build a model of the car but can afford to wait a few weeks, I'll let you in on a secret: AMT will be sending a complete kit for the Surf Woody right to your local hobby shop some time in August. You won't have to scrounge around for a thing; just open the box and assemble the die-cast parts.

Whichever route you choose, scratch-building or assembling the new AMT kit, you might enjoy hearing how we put the *real* Surf Woody together. It was quite a job and knowing about it, maybe you won't be annoyed by some of the problems you'll face when you build a model of it.

We went pretty far out in chassis design, as well as in body styling. The car

MODEL CAR SCIENCE





*The full-size car is a masterpiece of custom building, from its wood paneling to its chromed chassis. There's independent suspension on all four wheels, a hot Cobra engine.*

has a double tube space frame with Falcon independent front suspension. The front end assembly incorporates electric push-button steering, which is operated by a single stick that also controls the throttle and the Airheart disc brakes. Pretty wild, huh? There's no fumbling around looking for any levers or pedals.

The engine is a hot rodder's dream. We started with a Ford Cobra, that keen little 289-cubic-inch V-8 that's been wiping 'em up on the sports car circuits, and turned it over to Ansen Automotive for the basic modifications. The mighty Paxton superchargers feed into a Mickey Thompson manifold. A double Dupree chrome dome fuel pump, electrically operated, assures that the gasoline gets where it's supposed to go.

We went the automatic route for a transmission, installing a Ford-O-Matic with a Hurst dual-gate shifter. Power is applied to the ground through swing axles we borrowed from a Mercedes-Benz. The rear springs are also from a Mercedes but are supplemented with a set of Traction Masters.

The dual rear wheels are by Astro and carry M/T drag racing slicks. Take a good look at the wheels and you'll see that they have knock-off jubs and, matching the body's superstructure, walnut spokes.

The lower body is formed of 20-gauge steel. The headlights are simple fluorescent tubes, while the taillights are wild sequential turn signal units from a brand new T-Bird. The entire electrical system is Autolite 12-volt, with a 110-volt, 450-watt converter for external AC power to operate some of the car's wilder accessories during displays at shows.

The interior of the wooden structure is finished with an original oil painting of a surfing scene.

The body contoured seats are made of tubing and tangerine metal flake naugahyde. Other interior features include a Sony TV, Muntz stereo system and — get this — an antique telephone imported from France! The carpeting consists of mouton fur rugs.

For a classic touch, complementing the flourish of that wonderful telephone, the windshield is engraved with ornate, abstract designs and the parking lights are antique carriage lamps. And, as long as we were having a little fun with the de-

***You can see the Surf Woody this year at car shows throughout the nation that are sponsored by Promotions, Inc. The AMT model of the car will be in hobby shops soon.***

tailoring, we installed a 10-gallon root beer keg as a fuel tank!

The superstructure lifts off to convert the car into an open speedster. In this form, some additional trim of extruded Reynolds aluminum becomes visible.

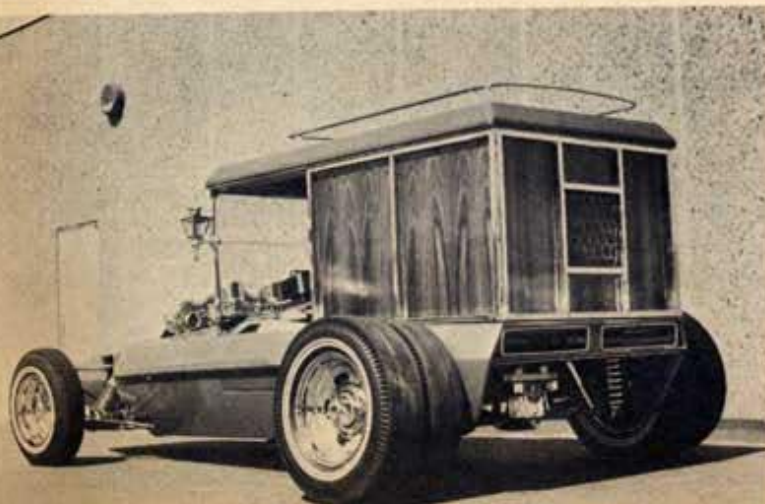
Chassis dimensions of the Surf Woody are: 105-inch wheelbase, 66-inch front tread and 87-inch rear tread. The undercarriage, incidentally, is completely chromed. Chrome Specialties did the job for us.

The Woody was built primarily for display purposes. However, it is a completely functional automobile and can be driven on the street. In fact, it's already been filmed in action for a forthcoming surfing movie. For this particular assignment, we had to give it a special paint job, a beautiful blend of golden pearl lacquer and pure honey. We applied 40 coats of this exotic concoction before we sent the car before the cameras.

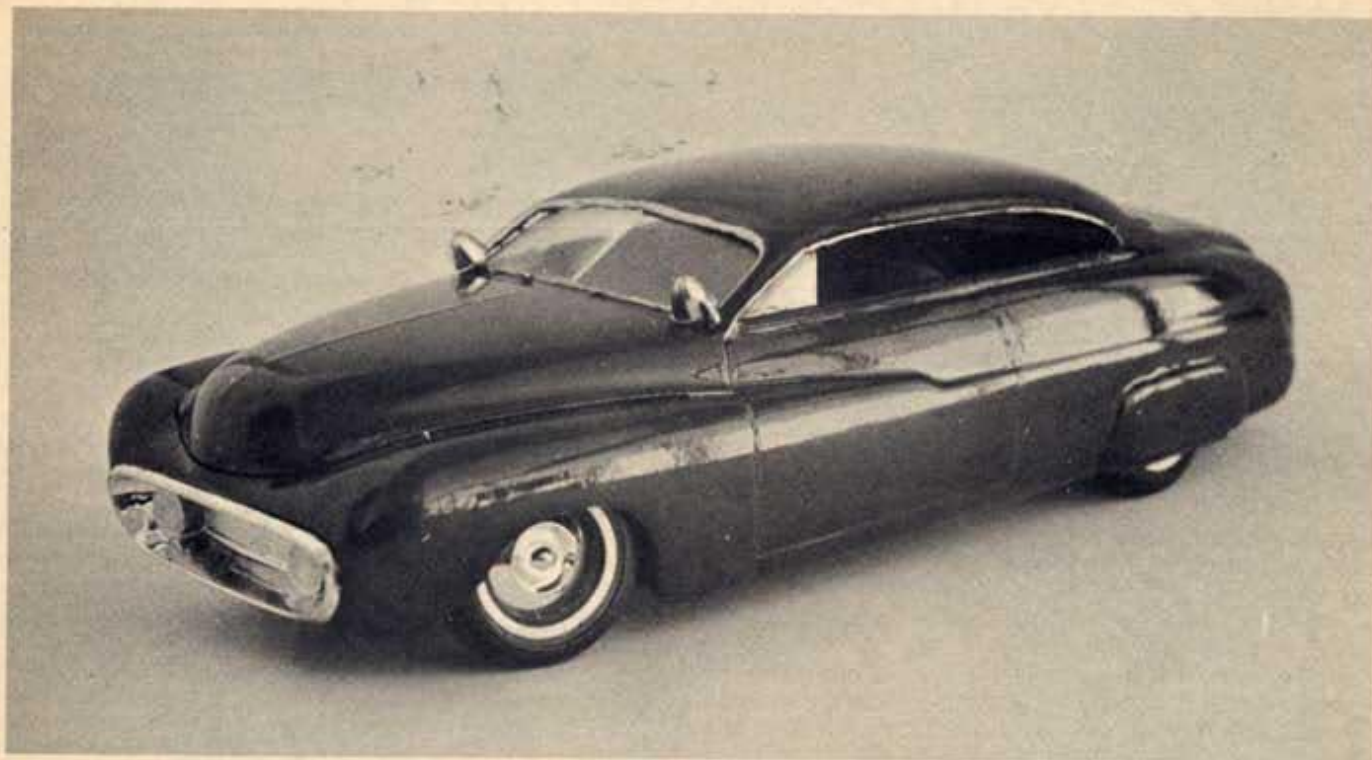
It took all of us at Barris Kustom 11 months to finish the Surf Woody but, judging from the way the public has responded to the car at shows and displays, it was time well spent. The car is on tour throughout the U.S. and will be appearing at East Coast shows this fall. Keep an eye out for it at the big show in your area.

Meanwhile, what is Barris Kustom doing to top the Surf Woody? Well, do you remember that AMT kit for the car that I mentioned a few paragraphs back? I've sneaked a little surprise in there for you, another equally unique surfer's vehicle. I won't tell you any more about it right now. You just watch for it at that nearby hobby shop and future MCS issue.

I will tell you one thing, though: It won't take you 11 months to put it together!







BY BOB PAETH

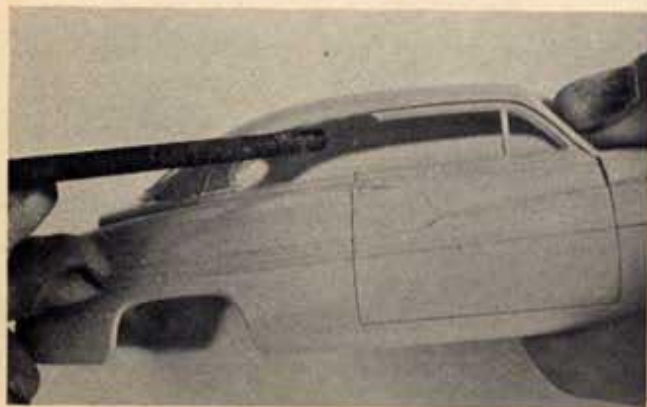
## Custom Classic

**The 1949 Mercury Started A School Of Automotive Customizing. If You Love Restyled Cars, Here's A Model That Should Be In Your Collection.**

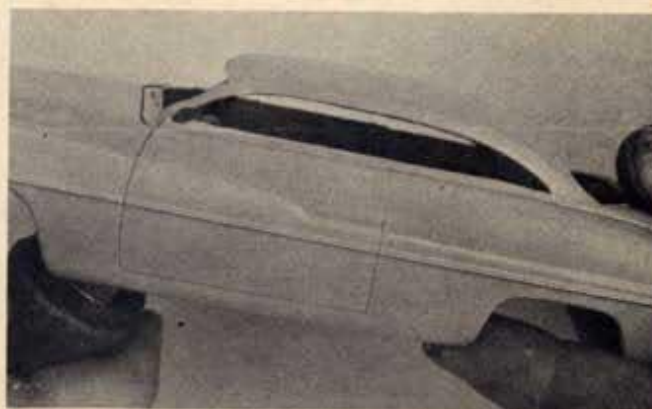
Let's go back a few years, about ten maybe, and see if we can come up with a customized '49 Merc as George Barris might have restyled it in the mid-50's. The rage in those days was to remove nearly every piece of exterior trim and to "smooth" out overall lines to give the car a one-piece look. Too, engine swaps were far more popular than in this day of huge engines in nearly every Detroit make and model, but in the era we are discussing the Chevy V8 was little more than a rumor. The thing then was to use the Cadillac V8, so we'll turn to the chromed Revell Cad engine for our early day custom.



*Use an X-Acto saw to cut the roof loose from the lower body, following the crease line where they joint. Just this one cut is necessary for the chopped top.*

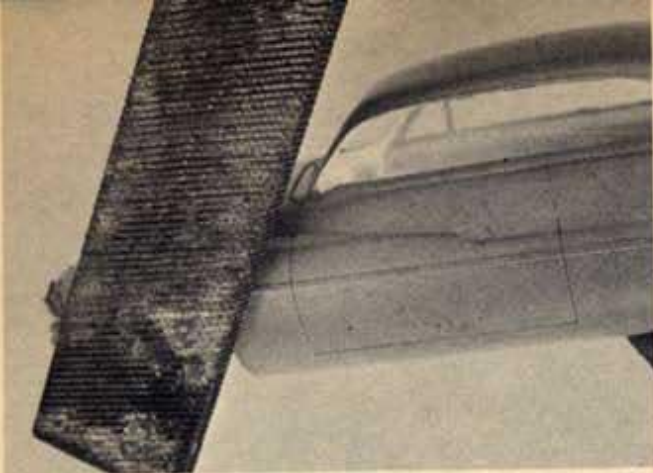


*We are going to turn this into a hardtop, as Barris did on several Merc's of ten years ago, so it is necessary to file the plastic away from beneath the drip molding.*



*In this step you will notice the new slant of the windshield. By leaning the posts rearward the top becomes lower automatically. Rear of roof slides under trunk.*

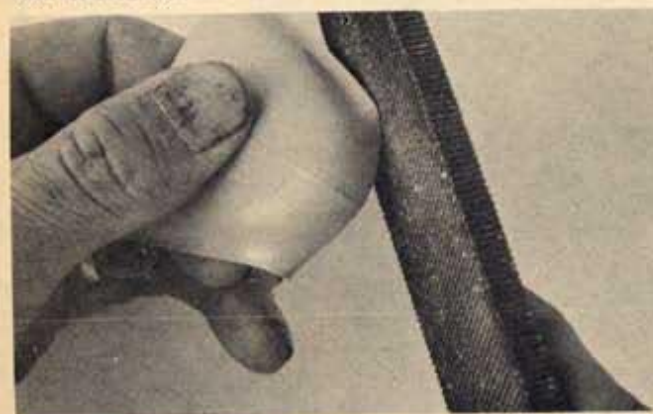




*De-chroming our model is easier than on the real car. Now is the time to file off the simulated chrome trim, but don't go too deep — take it down flush with the surface.*



*Cut a Vee section from the front fenders as in the photo. Warm plastic from the inside with the electric pencil and bend the fender inward. This is an old Barris trick.*

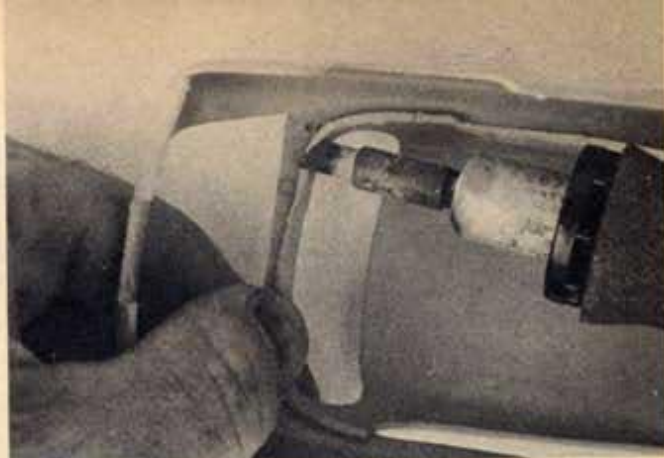


*Use a file and round off the hood corners to any radius that suits your fancy. This, too, was a trick that Barris used on his custom Mercs of this era.*



*The rolled pan is included in the Merc kit, so install it per included instructions. Cut out a portion the same size as the license plate and cement it in after painting.*

JULY 1965



*Now that the top has been lowered to its new position, rejoin it to the lower body by melting joining area with an electric pencil. Then, build up on the opposite side.*



*With the grille tacked in place, build up the body contours to match. When new lines are approximate, remove the grille and do the final shaping.*



*We'll borrow from AMT's '40 Ford coupe the nerf bar and license plate assembly. Cut the nerf bars loose with your X-Acto saw. All the license plate will be used.*



*We'll finish up by adding rear fender skirts and the popular spotlights that were a Barris trademark. Any color will do, but we used KandyApple by Cal Customs Accessories.*



# "KIT" CARSON

by CHUCK ALTIZER ..  
.. & DENNIS ELLEFSON



WHAT'S HAPPENING KIT,  
YOU LOSE SOMETHIN'?



..AH FOUND IT!!



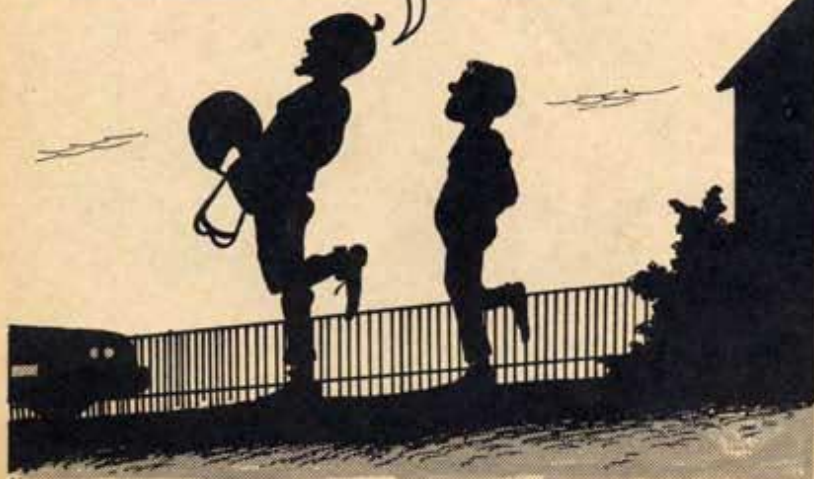
SO WHAT'S WITH THIS RACING GEAR...  
YOU GOIN' HITCH HIKING ON  
THE FREEWAY?



..NOPE!



I'M GOING OVER TO TRY OUT REGGIE'S  
NEW SLOT RACING SET UP!



THAT RICH KID? WHY ALL THE  
SAFETY EQUIPMENT?  
'FRAID YOU GONNA GET  
RUN OVER? **HAW!**





GEE, AND ME WITHOUT INSURANCE!  
WHAT IF I **DISLOCATE** MY  
BUTTON FINGER?



„AW KNOCK IT OFF!

„JUST WAIT, YOU'LL SEE IT DAD!



OH, YOU GOTTA BE KIDDIN!  
**A FLAME SUIT?**

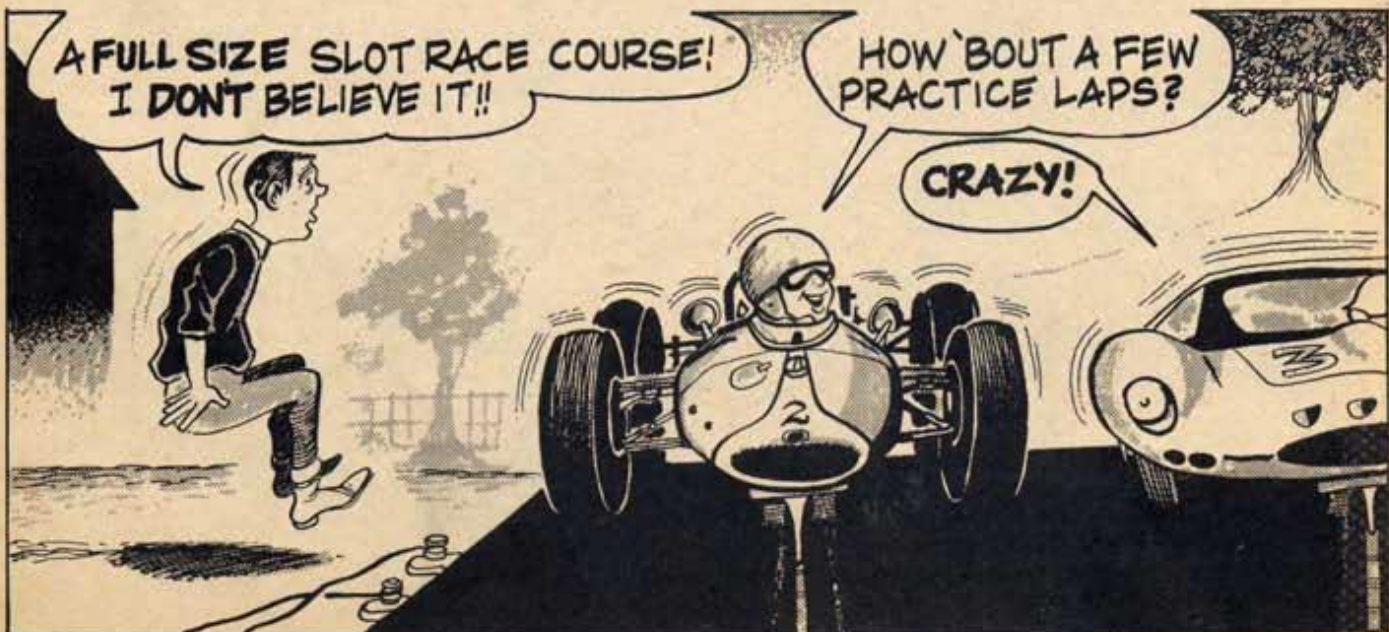


„COME ON IN KIT EVERYTHING'S  
SET UP OUT BACK!



OUT  
BACK?

**A FULL SIZE SLOT RACE COURSE!**  
I DON'T BELIEVE IT!!



HOW 'BOUT A FEW  
PRACTICE LAPS?

**CRAZY!**



# HOW TO ORGANIZE A MODEL CAR CLUB

KIT CUSTOMERS AND SCRATCH BUILDERS HAVE ASKED THE HOWS  
OF FORMING A PURPOSEFUL CLUB. HERE ARE THE ANSWERS.

By George Siposs

We receive an increasing number of requests asking about how to organize a model car club. This information outlines some of the basic steps to be taken. There are many ways to put a group on an organized basis, be it the most informal or the most sophisticated organization.

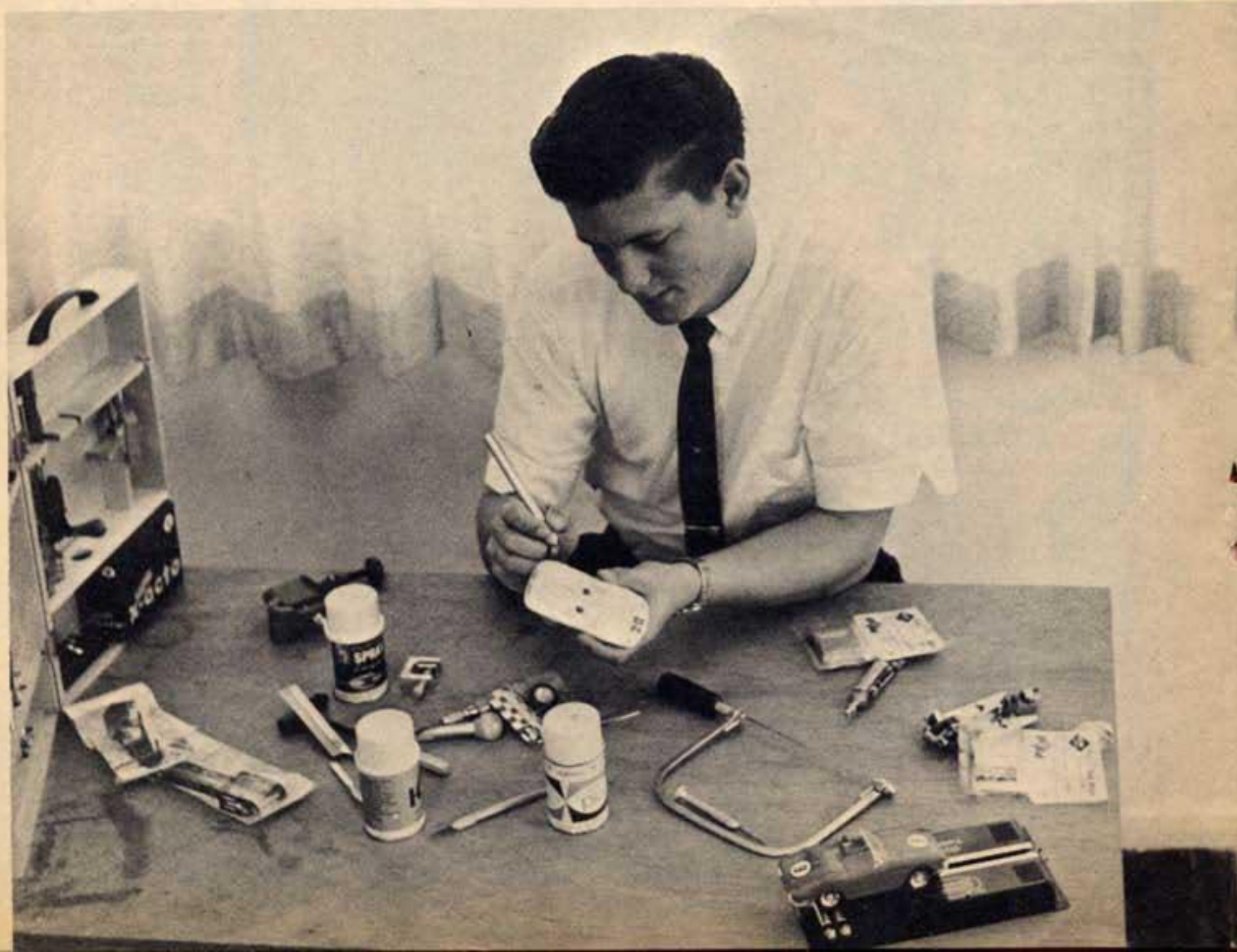
The first thing to do if a group of fellows want to start a club is to establish a worthwhile *purpose*. Most clubs have started out with a great deal of enthusiasm only to end in failure because of the lack of a well defined purpose or reason for being. You may want to join together for the purpose of being recognized of-

ficially, and thus be able to enjoy privileges usually granted only to groups. Such a privilege might be the rental of a club room or the use of facilities of a larger organization such as the YMCA. Other groups are started, to enjoy the sponsorship of a larger organization such as an accessories manufacturer. Some clubs are formed for the simple purpose of enjoying fellowship and exchange of information. Others are devoted exclusively to out and out racing with monetary rewards in mind. Whatever the purpose, make sure it is well defined at the very beginning.

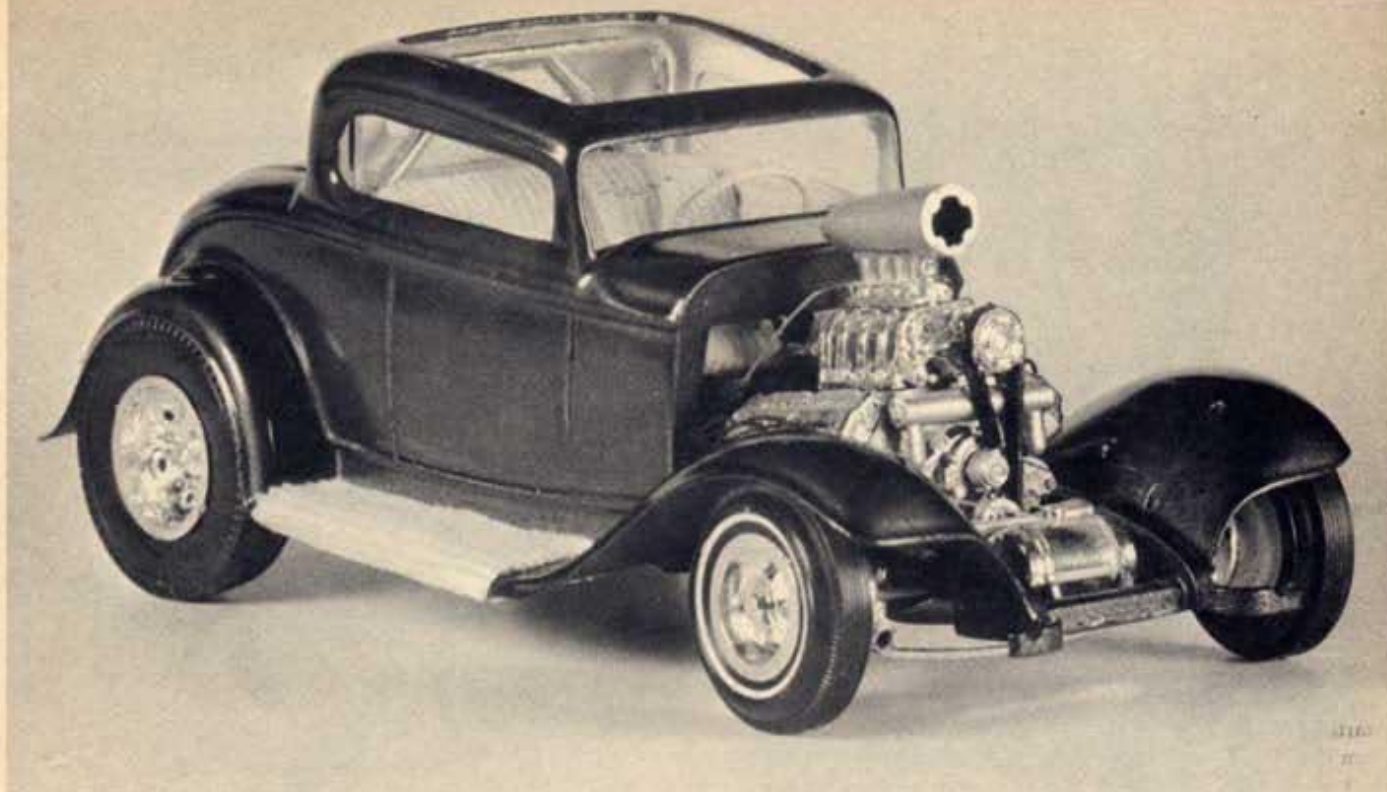
The second step is to approach all persons who might possibly be interested in forming a group. You may place a sim-

ple advertisement in the local newspaper, supermarket or hobby shop and call a "grounding" meeting. At this meeting, possibly held in an enthusiast's home or a back room of a hobby shop, it is a good idea to display exhibits of your favorite models or show car racing movies to create enthusiasm and to illustrate the line of activity in which you will be most active. This avoids disappointment for a slot car racer who wants

*Some modelers prefer to work alone, but the wise ones join a club where they can share ideas and, as is being done here, tools and modeling equipment.*







to race and has no interest in customizing, and vice versa. At the first meeting a president should be elected who is entrusted with the general running of the club. The treasurer, also elected at this meeting, will look after collecting the dues and preparing financial reports. A secretary will look after correspondence with other clubs, announcements of coming events and paper work in general. Special officers can also be elected for specific assignments such as team manager, judges, etc. It should be emphasized that several of the positions can be handled by one person if necessary.

Now, one of the most important things: how much should the membership fee be? The fees should be governed entirely by the *purpose* of the club. If you are a group interested in customizing and not partaking in outside activities, the fees could be quite low; just enough to cover incidental expenses. If, on the other hand, you expect to send the top racers in your group to out-of-town competitions and perhaps finance some of their expenses, you may want to charge a much higher amount. In any case, it is wise to have a small amount left in the club treasury at the end of each year for trophies, stationery, etc.

The most important formula for running a successful club is to provide plenty of planned activities. A confused, disorganized group, without a well defined purpose or aimless in their endeavors, creates disillusionment and will quickly disband. A good crisp program of activities with plenty of versatility, and a chance for everyone to par-

ticipate, is the key to success. Perhaps you will want to organize a regular weekly or monthly competition in addition to the friendly "get-togethers." You may want to have a special night to introduce beginners to your hobby. Once in awhile you will invite other clubs for a race or exchange of information. Whatever you do, make sure it is publicized well ahead of time to permit members to plan and prepare accordingly.

Variety is most important since repetition will create boredom. One week might be allotted to Formula racing while the next week is reserved for GT competition. The third week is for Sports Car racing while the last week in the month could be held open for interclub competition. You may want to organize a "powder puff" derby for girl friends. An "Enduro" race is always a good attention-getter. Local newspapers will always be glad to write a short article about such an event, if you supply them with complete information and one or two photographs. You might want to charge admission for special events or to raise funds for projects by the sale of beverages, T-shirts, emblems, etc.

Whatever you do, keep your planning simple and make sure everyone has something to do. It is not fair to let one person do all the chores while the others are having a merry time. Many an enthusiastic volunteer has been bitterly dissatisfied when all the work was unloaded on him. Mutual effort creates sportsmanship and fosters the team spirit. As the club grows, let everyone take turns at being officers.

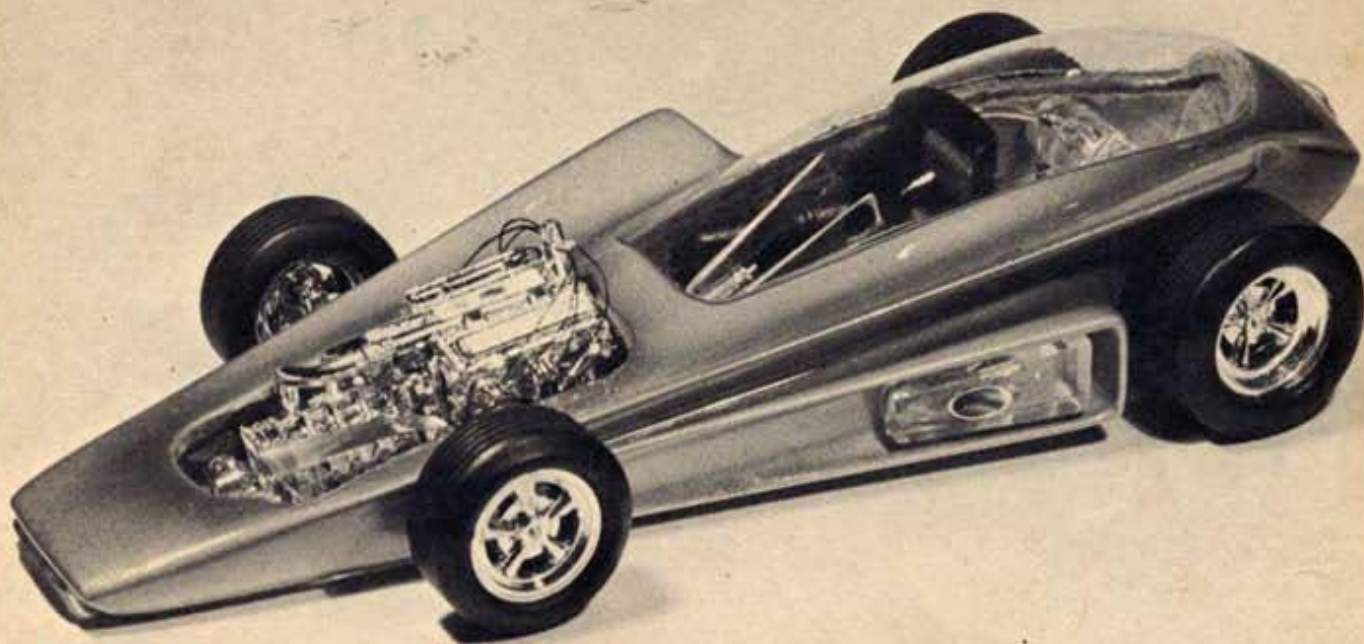
*Club members can work together to combine collective spare parts into a single club-sponsored model. This will be a saving to the individual who would otherwise have to purchase many kits in order to gather the parts needed to complete a way out model, like this.*

The secretary should make sure that the model car fraternity is informed of the club's existence to receive news of races, new products and special discounts. A monthly meeting of the officers is necessary to look after the general business of the club, while a yearly general meeting with all the members present should provide a forum to formally express opinions and ideas, and to elect new officers. Special projects, such as the building of a new track, should also be discussed by the general membership at such a meeting. Keep meetings short and formal to prevent them from developing into a "free-for-all." Endless meetings scare away most members. Ideas should be proposed, seconded, and accepted or rejected. Keep personal opinions to a minimum.

There are many advantages in having a formal, organized group. You can get discounts for magazines and parts and perhaps a manufacturer will be glad to sponsor your team. And, most of all, you will gain many happy hours and useful information which would not be yours if you stayed alone.



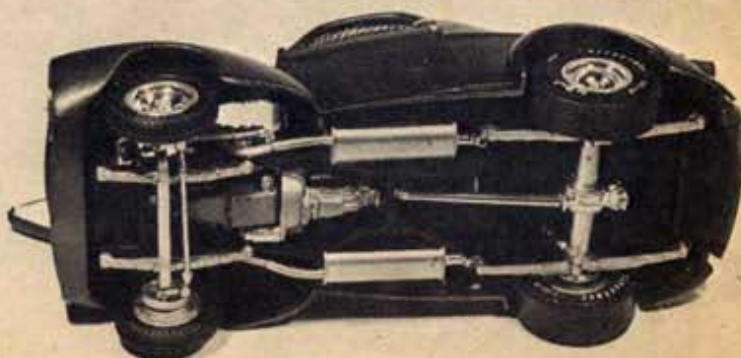
# CREAM of the CROP



*First Place in the Revell-Testor International Model Car Customizing Contest was nabbed by 23-year old Richard Carroll of Arlington, Mass. His model is a scratch built dream car painted in a breath-taking candy green.*

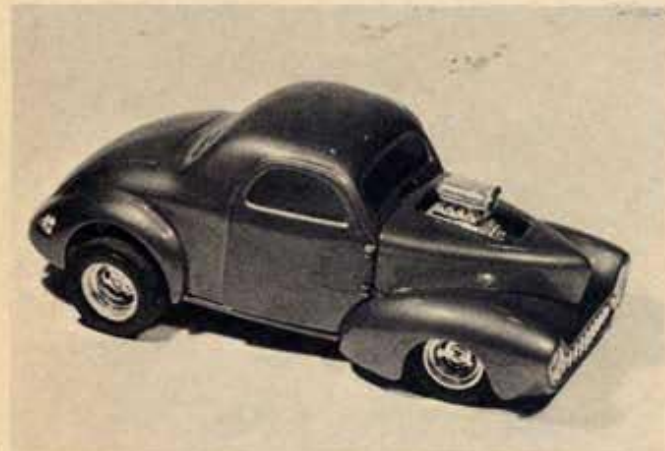


*National Paint winner was Duane Gibson with a candy green 'Bird (right). A Revell '41 Willys (below) was Bruce LaZaro's entry in the Mild Class, and his efforts won him title of National Winner. Custom front end is aluminum sheet and auto body putty. Everything's upholstered inside, and doors, hood and trunk open. All exterior lights work.*

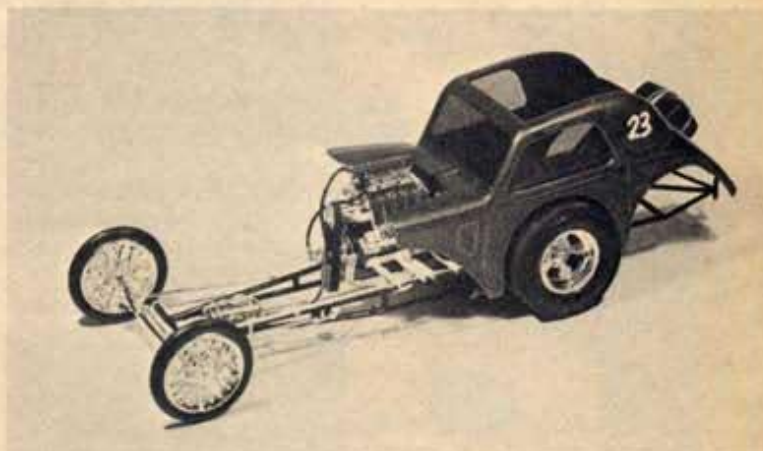




**The Winners of the Revell-Testor International Model Car Customizing Contest Prove How Advanced Our Hobby Has Become**



*A supercharged Oldsmobile engine "powers" Gerald Foster's '40 Willys drag machine. First place in Mild Class was a cinch for him with his working taillights and interior lights, plus a cleverly crafted front end design.*



*A whole crate full of Revell Custom Car Parts were used by Ronald Knapp, of Canada, in building up this wild and woolly entry in the Competition class. Ron walked off with title of National Champion in this division.*



*First place in Competition Class from the Washington, D.C. show was Pat Purcell's '64 Cobra with a blown Chrysler engine, wired engine with linkage, and hand-fabricated pipes. Included also are brake and fuel lines, dipstick, working lights and operating steering.*



*White pearl over transparent red is the basis of Fred Groenert's coloring job, which gave him title of first place winner in Paint Division. Winning entry is a '64 Cobra with lots of details. Title holder hails from Springfield, Va.*



# Scratch-Built Models

Some zany cars (?) that YOU can build (if you want to).

Among all the scratch-built models in the world, none are more famous than the group constructed by Sherman Oakes, a hobby shop proprietor in Smogburg, California.

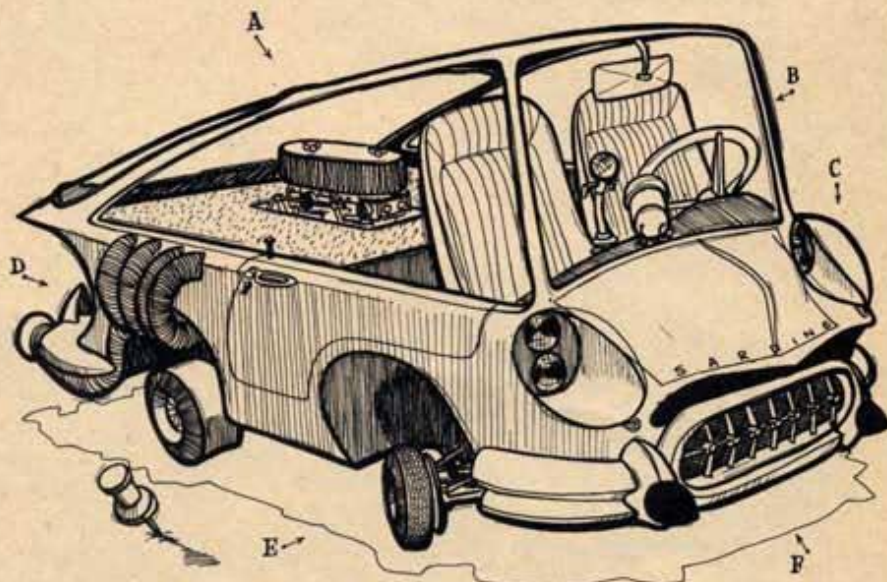
For seven long years, Sherman has diligently built by hand, models of all the outstanding cars of this generation. Here we proudly present five examples of his fine ability. (The pins and paper clips, etc., are to indicate the actual size of the models.)

Story and illustrations by  
**NELSON DEWEY**

The latest model in Sherman's collection is this '65 SARDINE. 1965 saw the fastback style sweep into popularity among car builders and the makers of the Sardine met the trend with their usual ingenuity by attaching a fastback roof (A), to their 1962 model compact.

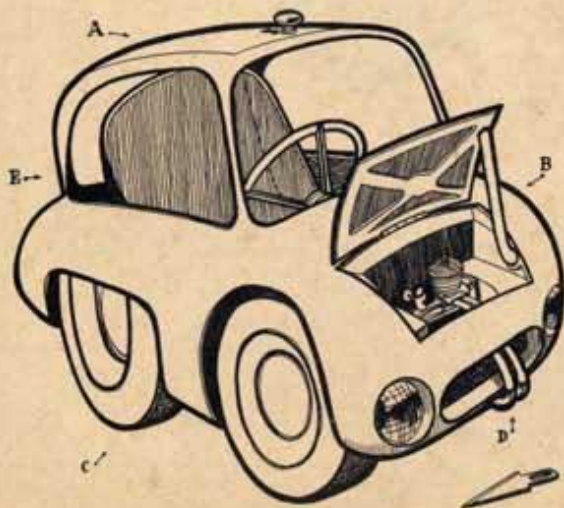
The twin vertical headlights (C), are also new, but with a novel mounting arrangement: should styles return to horizontal lights in a year or so, a small motor will rotate them to any stylish position.

Unfortunately, the addition of the new roof left no headroom in the rear, so the seats were removed. The large, low space was ideal for the engine. The remaining seats (B), were moved forward three feet to clear the engine, and the seven-speed gearshift was placed where the cigar lighter usually went.



With all that weight in the rear, the builders cleverly decided to be very original — and put the headers (D), outside the car. Their original idea was to cast them of magnesium for light

weight. They unfortunately overlooked the metal's inflammable characteristics. Sherman built this model at the dealer's showroom before an unlucky owner took delivery.



Here we see a model of that famous imported compact, the CORVAGGEN, a car that almost needs no description. Who in this country isn't familiar with this adorable little bug from across the sea? But in the interest of science we will list a few specifications as a matter of record.

Notable for its small size, the car seems even smaller when we remember that the tires (C), are but 4.70 x 11 in size, and that the single passenger must reach his seat (E), through the clever "sun-roof" door (A).

We have all noticed the Corvagggen's somewhat unusual air-cooled power plant (B), and its amusing refusal to climb the slightest grade. Who hasn't heard the BZZAAZZZZ! from the Corvagggen's exhaust (D) as you whipped past on a downgrade? The builders have promised to develop within a few years a gearbox suitable for U.S. driving. (There is no gearbox at present.)

Work is also underway to develop a better speed control. Several owners have complained about the current method, and feel that setting an approximate speed with the "carburetor" set screw, then push-starting the car and jumping in through the sun-roof is somewhat undignified.

The wheels steer on Sherm's model and he installed a model airplane engine to propel it. In fact, several owners have commented that his model outperforms a REAL Corvagggen hands down!

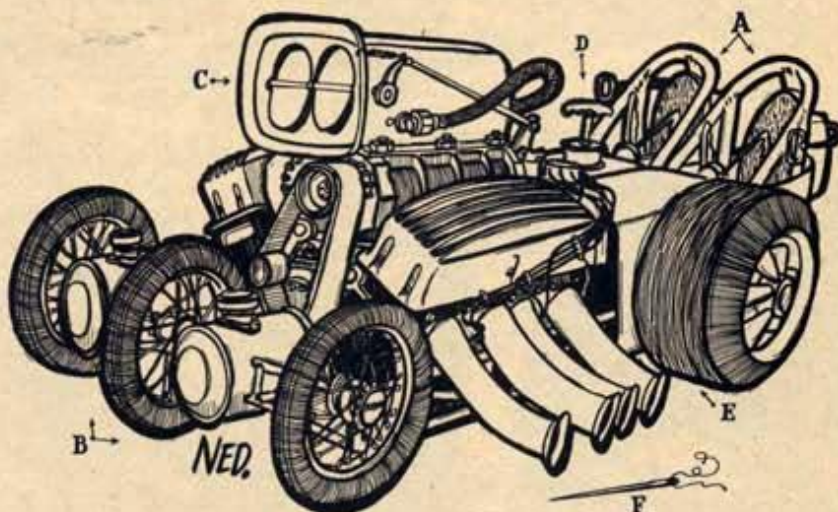


# From REAL Life

This dragster is but one example of Sherm's attention to detail in his building. Designed to carry two people (A), on a run, the original car raced unsuccessfully until it was learned that the passenger was becoming extremely BORED by the end of each run with nothing to occupy his hands or mind. So the owner developed the unique steering and fueling arrangement. . .

The driver had control of the three front wheels, clutch and chutes. Meanwhile the passenger regulated the air-fuel mixture by pumping on (D) to open airscoop (C), and also steered the rear wheels (E), much in the manner of a hoog-and-ladder fire truck. Of special note is the 950-cubic inch engine, which enabled the car to reach speeds of 95 mph with strong pumping on the part of the passenger.

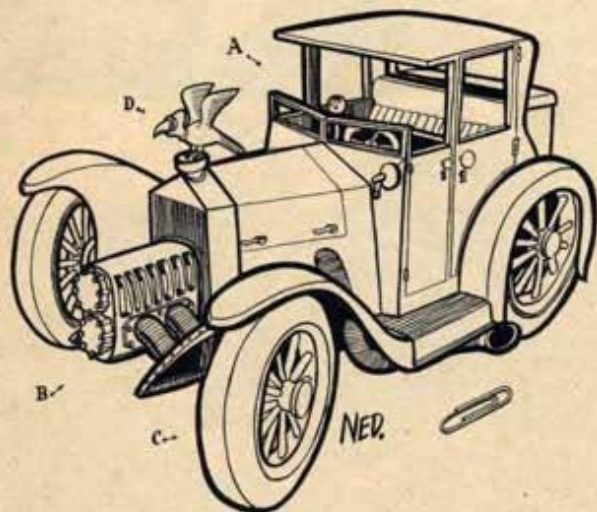
What appear to be twin fuel tanks (B), are in reality an oil tank for the dry-sump mill and a lemonade tank with an outlet in the cockpit to provide the passenger with refreshment while pumping so vigorously. Fuel was actually carried in each of the front wheels



and pumped by centrifugal force.

The needle (F), is the actual object that punctured the middle "fuel tank" on that last fateful run. Fortunately,

Sherman had measured and photographed the car a week earlier, else we might never remember this great experiment.



A very wealthy billionaire-sportsman commissioned Sherman to build this model of his custom made ROLS-BENTSY. Designed with passenger comfort most important and speed second, the chauffeur came in third (A), with a space one foot by three. The owner spent eight thousand dollars just to find a driver that fit the car.

The car's engine is a somewhat unusual 13-cylinder model with triple overhead cams and dry sump piston rings. The supercharger (B), is driven off the generator belt and delivered 270 psi boost to the seven carburetors.

For some reason, the owner insisted on having tires (C), constructed of silver! The wheel spokes are silver dollars welded together. It's rumored that he liked to have a great deal of ready cash with him. But he needs lots of money, for to fill the 270 gallon gas tank was expensive enough — but to fill it every 27 miles was INCREDIBLE! Blown, triple cam 13-cylinder engines are notoriously UN-economical.

The unusual radiator cap ornament (D), isn't one at all. It is really the owner's pet parrot, drying out his feathers after being drenched with steam. It seems a fan would use too much power so the radiator is allowed to heat up, usually boiling just about the same time a gasoline stop is made.



The last selection from Sherman Oakes' collection is this somewhat rare SuperStock CHESSCAB. After manufacturing taxi cabs for many years, the ChessCab people decided to branch into the passenger car field and have done so for some time. And then, prompted by the success of other auto manufacturers with SuperStockers, ChessCab developed their own beast.

From the handy number light (A), to the magnesium front end (F), the ChessCab S/S is all GO! By utilizing many of their regular taxi features, such as the trunk sign (B), the car can almost pay for itself with advertising.

The mag wheels (D), and the blown, injected super-tuned four-cylinder taxi engine are suitable for the most discriminating racer. The tuned exhaust stacks are guaranteed to frighten even the toughest competitor.

ChessCab doesn't recommend driving the S/S on the streets, but they DO mention it as an extra source of income should the need arise. (Be sure to charge by the mile, not by the amount of time it takes.)

The manufacturers have provided for almost every conceivable driving need with their new transmission. Even changing axle ratios is obsolete. Merely select the two or three appropriate gear ratios from the TEN offered in each transmission.

Sherm's MODEL has clocked 134.32 in the quarter-mile!



# Styling Tips



## STRAW LIGHT

One sure way to win model car contests is to come up with ideas that are new and fresh. A good judge will appreciate a new twist to an old idea, or use of some material not related to model cars. The basic material used here is a regular drinking straw. This is only one way the straw can be used. How many can you think of?



## CUSTOM TAILLIGHT INSTALLATION.

1. Using either the Dremel tool or a rat-tail file, grind out the top of the fender.
2. Take a straw and cut to length and then cut this piece in half.
3. Body putty is the best material to use in finishing this job as heat from melted plastic can ruin the straw insert.
4. The taillight can be made by the process found elsewhere in this issue.



## HOME CHROME

Ever since the beginning of model car customizing, a search has been on for a way to produce chrome "goodies" at home. Now from Auto World comes "Rub 'n Buff" for home chroming.

1. Put a little "Rub 'n Buff" on your finger and rub on to the plastic. The plastic should be sprayed silver first. Apply "Rub 'n Buff" very thin.
2. After waiting a minute or so, lightly rub with a soft cloth. If you rub through in one spot, re-do the spot with a second layer.
3. The before and after. The "Rub 'n Buff" result is good. You now have a chrome firewall without covering up the details.



# TABLE TOP RACING SECTION



## PHOTO CONTEST

*Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.*

THIS MONTH'S  
PHOTO CONTEST  
WINNER IS

**TED JOLLY**  
UNIV. OF QUEENSLAND  
ST. LUCIA  
BRISBANE, AUSTRALIA



# POPULAR SLOT RACING MOTORS

## —and keeping them running.

Things change nearly every day but as of this writing certain motors are tops on the popularity parade. We will brief you on them and give general pre-operation pointers and modifications.

There are two groups of people, out for fun and out to win. Those out for fun do very little maintenance work and use any type motor handy. People out to win constantly tinker and fall into a pattern of using a select few motors; those that tend to win races. These are the ones we will concern ourselves with.

We will stay away from the actual re-winding of armatures, but aside from this here are general pointers regardless of the motors.

1. Going beyond the rated voltage more than double is asking for things to happen and when they do, don't feel badly. This is not to say that motors don't stay together at up to even five times the rated voltage, but it is controlled by the degree of accuracy in the given motor.

2. The major trouble points are windings throwing loose from the commutator terminals and heat and stretch of wire around the armature laminations. The cure here is a good resoldering job at the terminals and an epoxy coating to the armature windings.

3. The motors found in the win circles are normally the better ones and the closest to factory specs in tolerances and balance. However, it never hurts to check out the commutator for out of round or bounce. One problem that occurs is commutator rpm center growth. It is one thing that cannot be cured this side of replacing the factory units.

4. Motor brush tension can account for several hundred rpm, lost or gained. This can go either way, sometimes more, sometimes less tension gains rpm. Also, brush wear can become a factor to watch closely when tensions are increased. Sometimes you can Vee or tip your brushes (reducing contact area size) and gain rpm through less drag. This is fussy and must be watched as it can create additional motor heating and less brush life.

5. Motor brush materials (normally carbon) can be changed to gain you

**What's available and  
what's in store for us?  
Plus a general rundown  
on current powerplants.**

rpm. But too soft can cause fast wear and load the commutator while too hard can create shorts between commutator segments. This happens more often when materials are hard; with a high silver content as an example.

6. Of course we all know that the magnet should never be removed unless you intend to have the motor remagnetized after reassembly. Nearly all motors carry a magnet more than adequate in power load. A weak magnet will cause loss in power, rpm and speed, and cause motors to run hotter than normal.

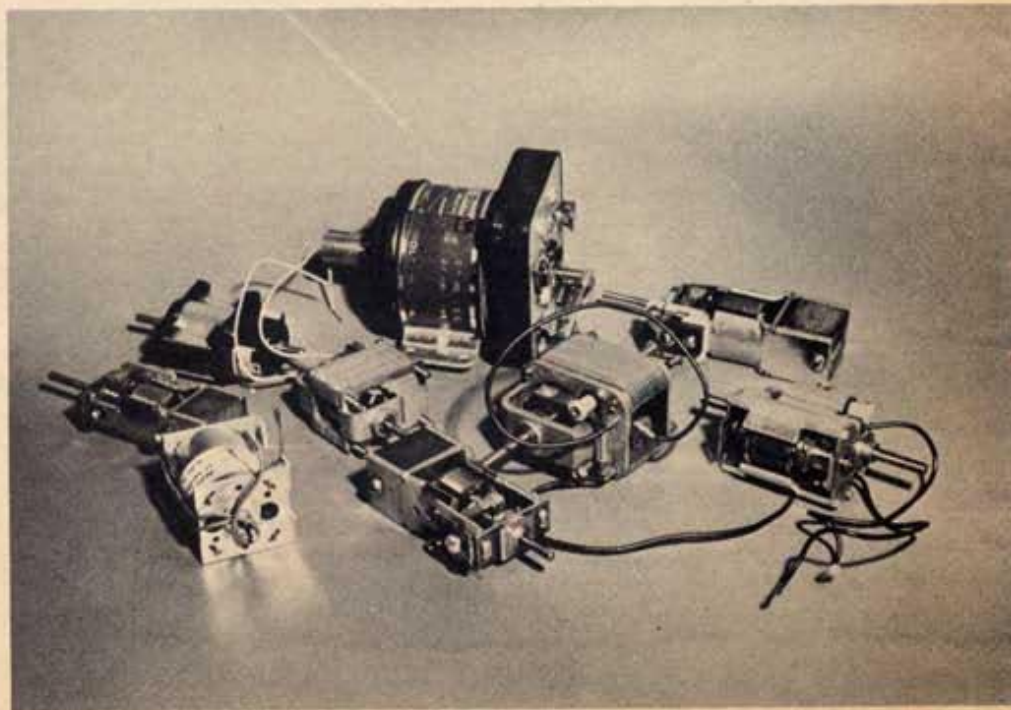
7. Make sure all fitting points of the motor are aligned and tight. Examples: end plates to field plates, bushing angle to armature shaft, etc.

In general, a good way to get the

most out of a motor by tuning is to run it on the least possible voltage. If you get a 12-volt wound motor to freeload at say 1-1/2 to two volts, you know you have good alignment, brush surface contact and true rotational parts. Any misalignment such as in the commutator can easily be detected.

Now let's go to the more popular motors of today and give each one a light looking over.

Pittman 85A and 85X. This is the workhorse, found mainly in drags and big-8 racing. Also seen in loose road course racing, 1/24 scale cars. The A is a 12-volt winding while the X is six. Besides the generally listed information, common modifications are to drill the side plates to lighten them. Another practice is to eliminate the side plates and field laminations that protrude beyond the armature laminations. The new side plates are part of the frame. Either this system or the lightened plates are bored out to accept ball bearings in place of the bronze bushings supplied. By far the leading gear system is spur drive.





MOTOR MAKE AND NUMBER	BASIC DESIGN	NUMBER OF ARMATURE POLES	POLE PLATES	BRUSH MATERIAL	RATED VOLTAGE	MAGNET MATERIAL	CODES
PITTMAN 62B	IL	5	S	C	12	A	<u>IL</u> - IN LINE
PITTMAN 65	B	5	L	C	12	A	
PITTMAN 65X	B	5	L	C	6	A	
PITTMAN 70	IL	5	S	C	12	A	<u>B</u> - BOX OR OFFSET
PITTMAN 70X	IL	5	S	C	6	A	
PITTMAN 71B	IL	5	S	C	12	A	
PITTMAN 195A	IL	5	S	C	12	A	CM - CIRCULAR OR SPLIT MAGNET
PITTMAN 196	IL	3	S	C	12	A	
PITTMAN 704A	B	5	S	C	12	A	
PITTMAN 704X	B	5	S	C	6	A	<u>L</u> - LAMINATIONS
PITTMAN 705	B	5	S	C	12	A	
PITTMAN 8001	CM	5	R	C	6	O	
PITTMAN 85A	B	5	L	C	12	A	<u>S</u> - STAMPED
PITTMAN 85X	B	5	L	C	6	A	
REVELL 66	IL	5	S	C	12	A	
REVELL 77	IL	5	S	C	12	A	R - RING--EITHER STAMPED OR TUBE
REVELL SP500	CM	3	R	C	6-12	O	
STROMBECKER 1964	IL	3	S	C	6-12	A	
LIONEL 1/32	CM	3	S	C	12	O	C - CARBON OR CARBON TYPE
GILBERT	IL	5	S	C	12	A	
ELDON	CM	3	R	C	6	O	
MABUCHI 15R	CM	3	R	C	3-6-12	O	A - ALNICO OR ALNICO TYPE
VARNEY MKI	IL	5	S	C	12	A	
MRRC	IL	3-5	S	C	12	A	
AIRFIX	CM	3	S	C	12	O	O - OTHER--SUCH AS CERAMICS
KEMTRON 503-8	B	5	L	C	8	A	
KEMTRON 503-12	B	5	L	C	12	A	
BONNER	CM	5	S	93% Silver	3-4½	A	
TYCO	IL	5	S	C	12	A	
TYCO	IL	5	S	C	12	A	
TYCO	B	5	S	C	12	A	
WILSON 875	CM	5	R	C	3-12	O	
WILSON 876	CM	5	R	C	3-12	O	
RAM 805	B	7	L	C	6-12	A	

Pittman 704A and 705. One of the leading motor combinations. Although not a winner, it is quite competitive and used by many to break into the hobby. The advantages are that it is spur driven with the axle installed at the factory for controlled gear mesh. The concentration of weight is at the rear of the car, making for good handling. The difference between the two is the 704A has the axle mounted between the magnet and the armature with the normal mounting position, magnet to the rear. On the 705 the side plates are flipped and the magnet moves to the front with the axle now at the rear. The normal gear ratio is 3.44 to 1. This can be changed by matching teeth totals for different ratios. As examples, the motor comes with a 9- and 31- tooth combination. You could go to 8 and 32, 10 and 30, 11 and 29, and so on, and still operate from the same centers of alignment.

Pittman 196. Most popular use is in

1/32nd road racing although lightweight 1/24th cars do well with them too. They have a very wide torque/rpm range so gearing and tire diameters can vary more than with the normal motor. The rear axle carrier plate is slightly off square, something to watch closely when setting up gears especially when using bevels.

Kemtron 503 or KTM 8-volt. This motor has been the little brother to the Pittman 85 series. The same basic shape is used and the spur gear system is the way to go. Very little needs doing in special modifications but it could use some resoldering of the wires found in the general listing. The motor comes in various winds so be sure you get the one ending with an 8, designating 8-volt winding.

RAM. As of this writing the Ram motor, an exact copy in outer shape to the Pittman 85, is just out. However, their 7-pole armature has been around awhile and it slips right into the 85, a

very common practice for the present. Once the motor is more widely available it will be much cheaper to just buy the complete unit rather than the mating of the two.

There are many other motors that find there way into the win circle, but on the popularity circuit, as of this moment at least, this is the sales market.

Additional motors that have been doing well when set up by the car builders are the Revell 66 and 77. Also doing a bit of winning are tuned Bonners, 65X Pittmans and 70X Pittmans. In super-lights well tuned you find some of the Mabuchi 15R and SP 500 motors going into the mains.

For the future, and in some cases by the time this reaches you, other motors may be moving into the win circle. There are a lot of new ones being tested at this time.

Below is a general rundown on current motors. Choose you weapon!



# HOW TO BUILD A TEST TRACK

By George Siposs

A one-afternoon,  
apartment-size, low-cost  
track building project.

At one time or another, almost every slot racer wishes for a test track where he can test his car's roadholding. Now here is a simple answer which is more than just a test track . . . it can be used as a novel hillclimb as well.

The construction of this track is simplicity itself. The track base is a half sheet, or even less, of the conventional 4 x 8 plywood or masonite. It is of course possible to make the track surface out of several pieces; however, for ease of construction it is best to start



*This is the newly developed Cox Stik-Trak and the tool we used to apply it. The tool is simply inserted into a soldering iron to provide the heat necessary.*

*This is how the application tool is used. Fingers hold braid in place just ahead of the tool which is slid along the groove. Tape laying is fast.*



## -that doubles as a hillclimb course.

with a one-piece 2 foot by 4 foot sheet, 3/8" thick.

Lay out the track outline on the plywood as shown on the diagram. This is a suggested layout only; one can vary it to suit his own taste. For reasons described later, it is best though to stick to the dimensions exactly. When the pencil lines are properly connected to form a smooth continuous curve, make sure that the centers of the radii are plainly visible. Using these centers, set up your router and cut the groove, first with a 3/16 dia. router bit, later with a cutter which makes a recess for the power tapes. Next sandpaper the sides of the groove to eliminate any imperfections and to ensure smooth running in the slot. Now you are ready to paint the surface of the track. I always use black tire paint for best adhesion, but you might want to use some other type of paint to simulate the surface you are tuning your cars for. When the paint is dry (this usually takes only a few hours) you can lay the power tape. For ease of installation we used Stik-Trak braided tape which can be cemented to the recesses by the application of heat with a soldering iron. At the point where the track doubles back and meets itself, a small gap is left in the tapes to avoid electrical shorts when the car is running over this section. Make the jumper connections under the track.

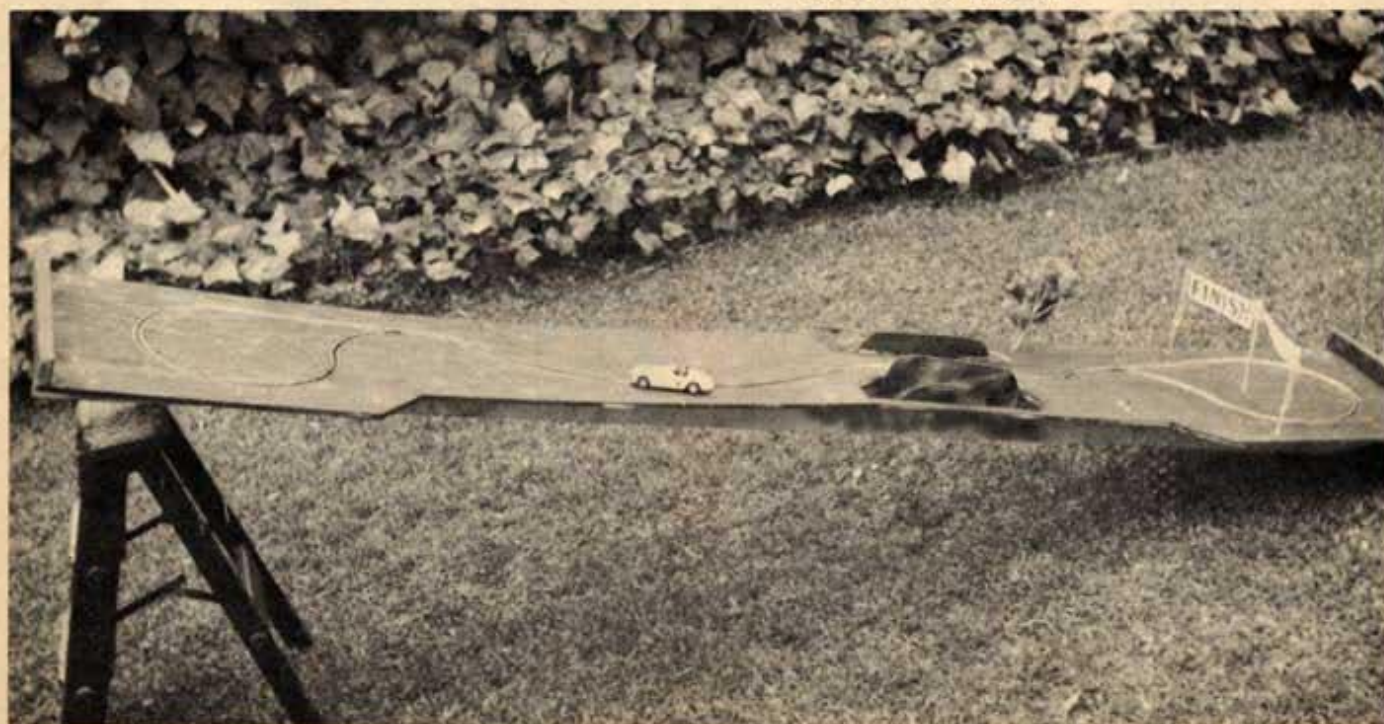
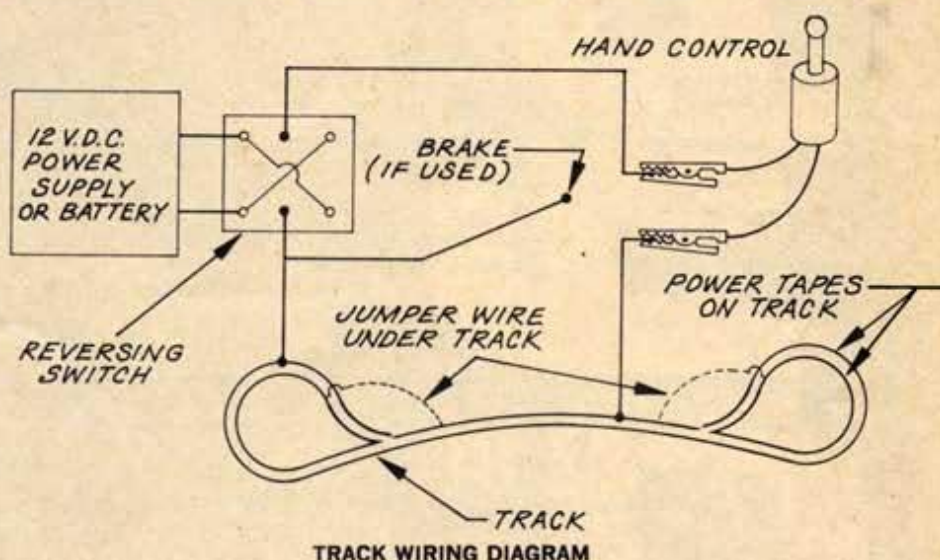
If you wish, a bit of scenery can be

added at this time. Patches of green and brown paint will simulate earth and grass, or lichen can be cemented on. A tree here and there, a start-finish banner, simulated stones, spectators and race posters are sure to create an air of realism. After all, why shouldn't a test track resemble actual conditions?

Now for the wiring. Drive one-inch long woodscrews into the track base so that they will extend below the surface. Solder wires to these terminals and lead them to a 25-cent "antenna grounding switch" where they are connected according to the diagram. From the switch, lead

one wire to the power tape on one side of the slot, while another wire connects to the hand control rheostat and again over the other power tape. The switch is used to reverse the polarity of the electricity to permit your car to run in either direction. Thus, when the car reaches the loop at the end of the run, it turns around; you flip the reversing switch and the car returns in the same slot.

Since right and left turns both are incorporated into this circuit, tires, weight distribution, gearing and other factors can be checked out very quickly. The

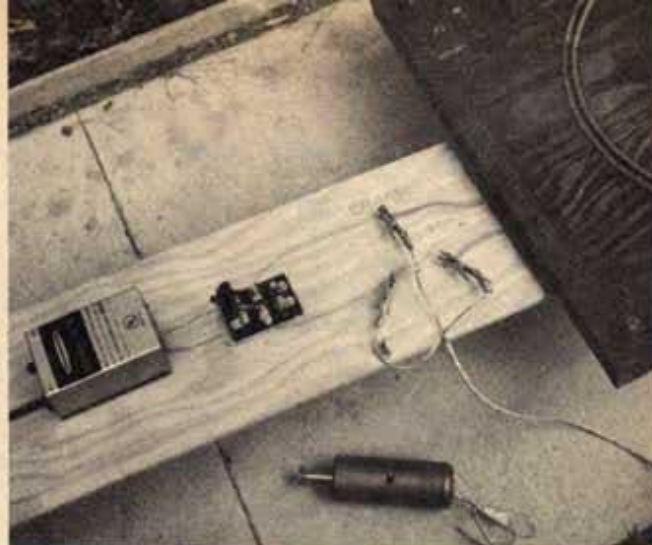


*An overall view of the test track-hillclimb which can be used almost anywhere; even outdoors weather permitting, of course.*

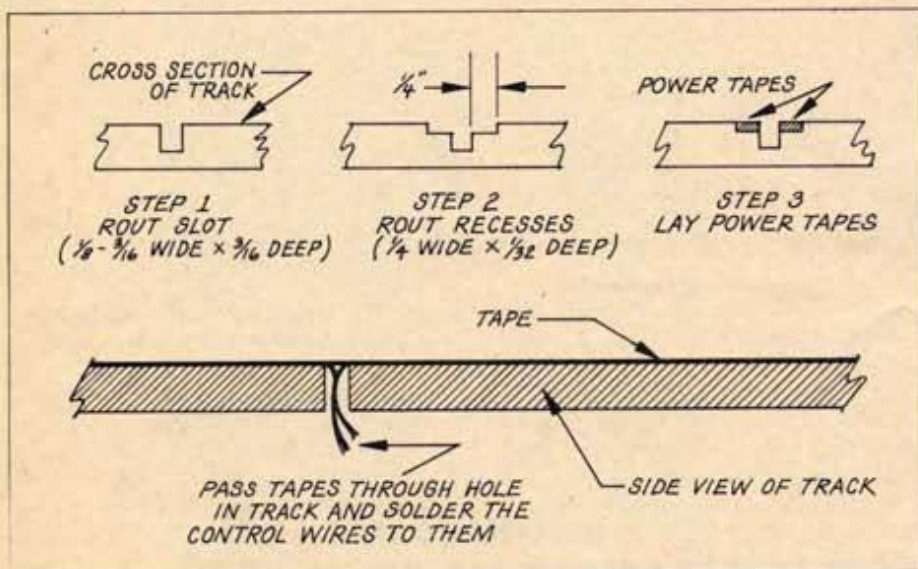




A tapered wooden block between the 2" x 4" backbone and the running surface creates an added rise in the track to add operational interest.



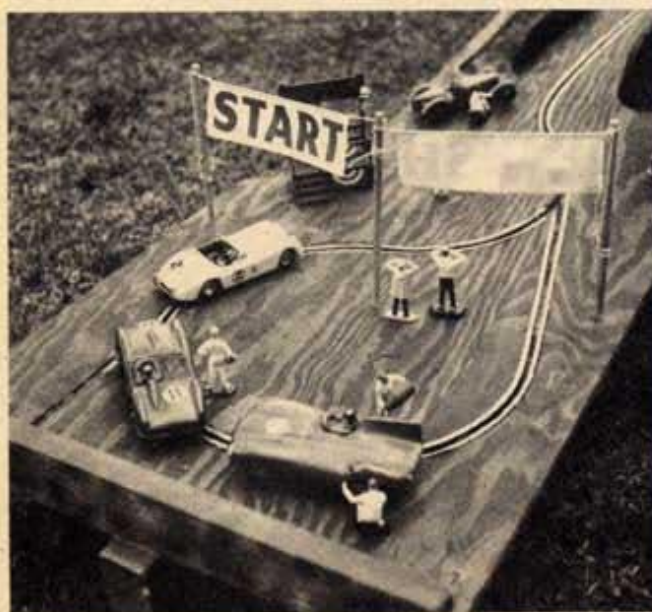
The power supply is connected to a simple reversing switch from which wires lead to the track connection points and to the hand controller.



#### HOW TO MAKE THE SLOT

track can be hinged at one end and folded against a wall when not in use or a handle at mid-point can be mounted to make this track completely portable.

If one end of the track is placed on the ground and the other end is supported by a vertical support a hillclimb-and-descent course is created. Since not too many of us own a stop watch one of the easiest methods for setting up competitions among your friends is to keep raising the vertical support to find out the steepest hill your cars can climb. "Eliminations" can be held this way. It is obvious that as the competition gets very keen, special cars will have to be constructed to tackle the seemingly impossible angles of incline. Wide, soft tires, low gears and light cars are favored here, just like in the famous British hillclimbs which are held on muddy, deeply rutted



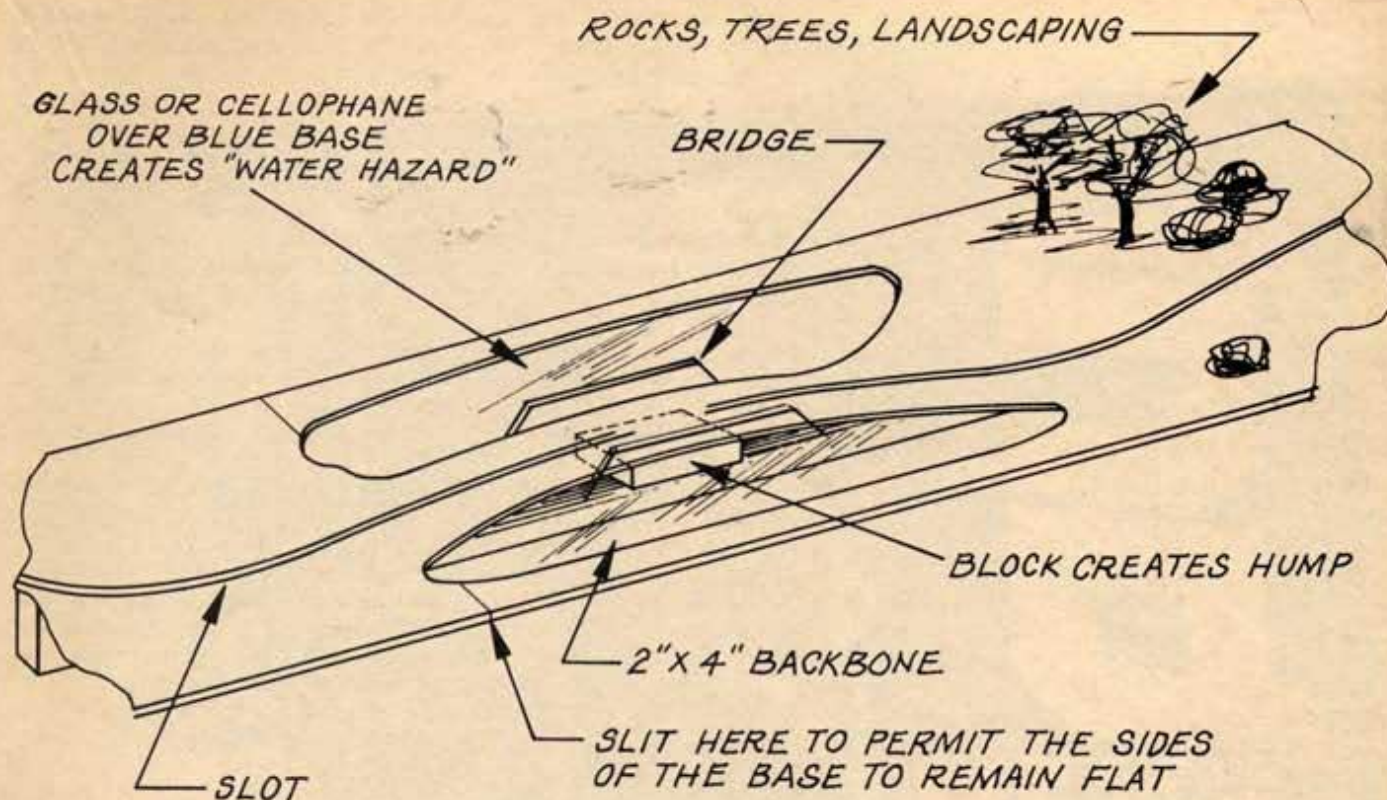
Cars to try out the hill are lined up at the bottom of the course. Naturally, only one car can compete at a time against a stop watch or grade incline.



A Testa Rossa Ferrari drifts through the hump-backed bridge and sets sail for the long sweeping turn on its way up the tricky, one-car course.

MODEL CAR SCIENCE





#### CONSTRUCTION OF HUMPED BRIDGE

hillsides where outrageous looking, but highly efficient, specially built hillclimb cars are used to negotiate the twisty courses.

In other parts of Europe, hillclimb championships are held on mountain highways with many turns. Such courses are usually about 6-8 miles long, cars are started at intervals and they race against the clock. Your test track-hillclimb can be used for such races if the cars are al-

lowed to complete, say, 10 complete up and down runs. This type of event can be timed even with a simple, sweep-second hand wrist watch.

Another novel way to use this track is to mount a pivot at its mid section and alternately raising and lowering the course (in teeter-totter fashion) so that the car on the course is always running "uphill." Conversely, the car could be made to run "downhill" all the time.

Running downhill taxes the brakes heavily and puts just as much challenge to the driver as a regular road course.

Some pointers to be kept in mind when laying out the course: When the slot approaches the loop, it should have a gentle curve so that the pickup guide of the car will tend to run against the outside portion of the slot and thus will not have a tendency to take the turn-around in the wrong direction. Going

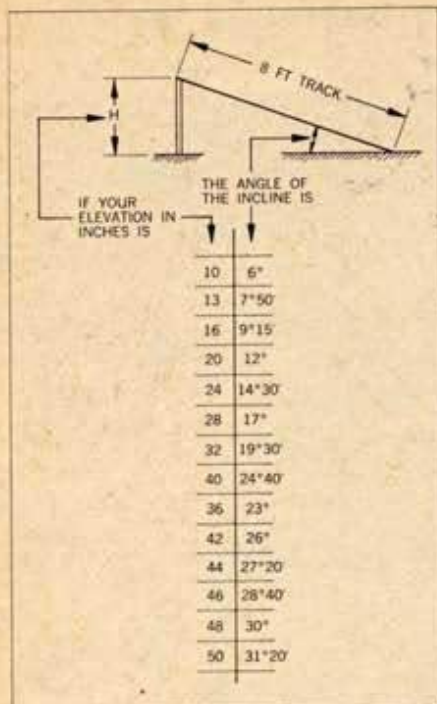


At the top the Ferrari swings 'round the circle and starts down. Here the "driver" must flip reversing switch so car has right polarity on way back.



Different driving skills are needed for the course; one for uphill running and another for the trip back to the bottom where brakes are almost mandatory.





TO CALCULATE THE ANGLE OF INCLINATION OF YOUR HILLCLIMB

around the loop and approaching the single slot (to the straight section) the pickup guide will run into the main slot by itself.

On the layout, shown in the photographs, there are 12 turns (rather, changes in direction) per complete lap! The lap distance is approximately 16 feet if you consider that the car is running on a course which really is a substitute for a figure of eight.

The inside power tape on the turnabouts is formed into a complete loop and connected by means of jumper wires to the main section.

The reversing switch is flipped twice per lap and can be imagined to be a low or high gear of a real sports car.

When the angle of incline is really steep, speed becomes a secondary consideration compared to climbing ability. An ultra low geared (use a model locomotive motor with worm gearing) four wheel drive car with spongy tires is most effective. This is a new type of racing

and the top eliminator is the car which can climb (however slowly) a hill which other cars cannot negotiate.

Summarizing, the single-slot race course can be used in a variety of ways:

1. A simple test track. No scenery, hinged against a wall or portable. Construction time is an easy two hours.

2. Test track with scenery. Test your car's tune by running against the clock.

3. Hillclimb and descent. One run against time or, several runs also against time.

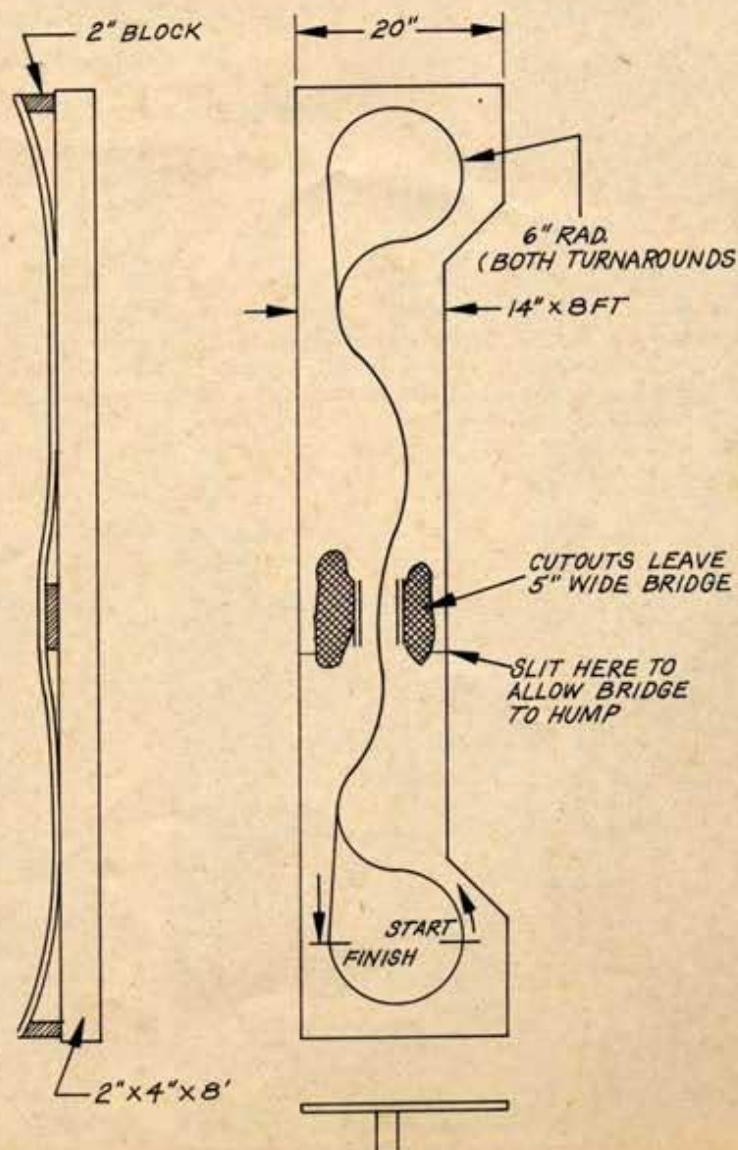
4. Hillclimb, to see whose car can climb the steepest hill, and vice versa. Use wooden blocks to create an undulating surface.

5. Teeter-totter, hillclimb constantly or descend constantly. Timed runs only.

It is our hope that these tracks will become standardized so that results can be checked against each other without the necessity of actually competing against each other. Do you think your car could climb a 75-degree hill?



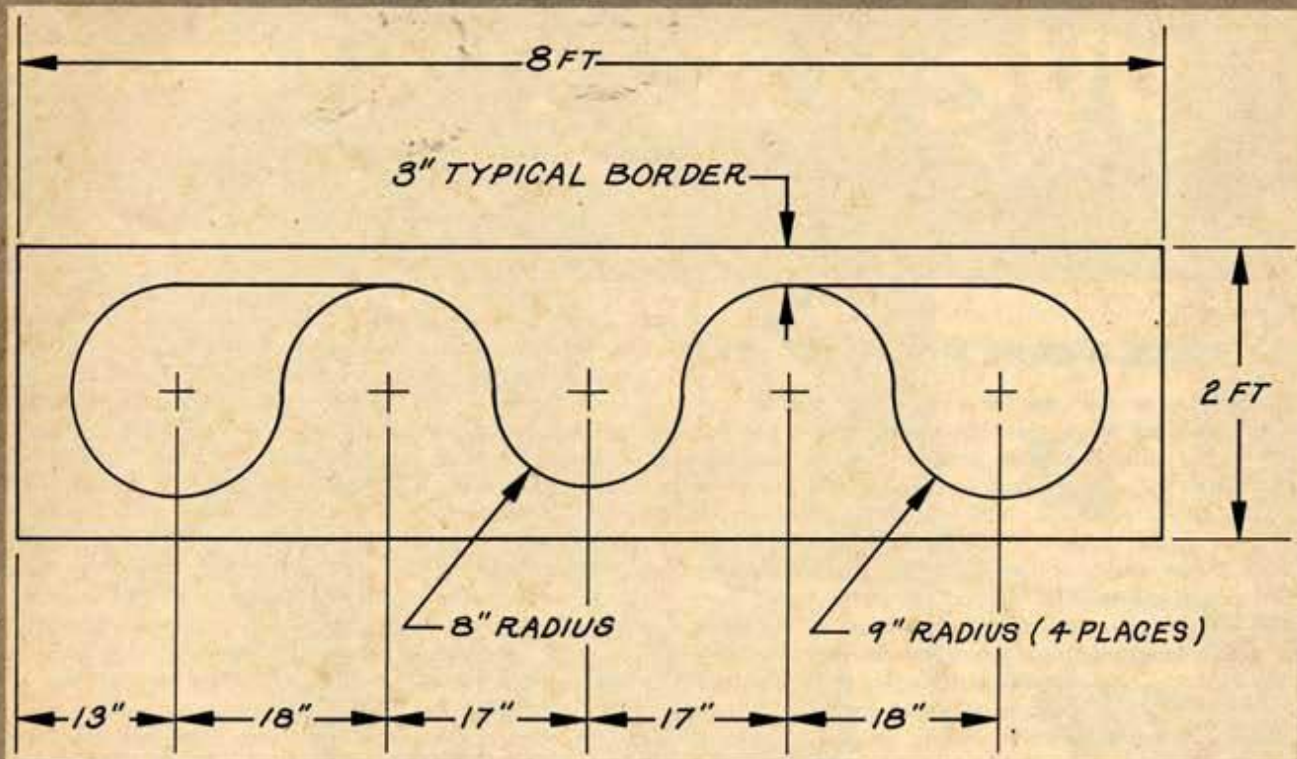
Bird's eye view of the course prior to addition of scenery. Holes in wood base are for the trees used to add realism to the fun-filled hillclimb.



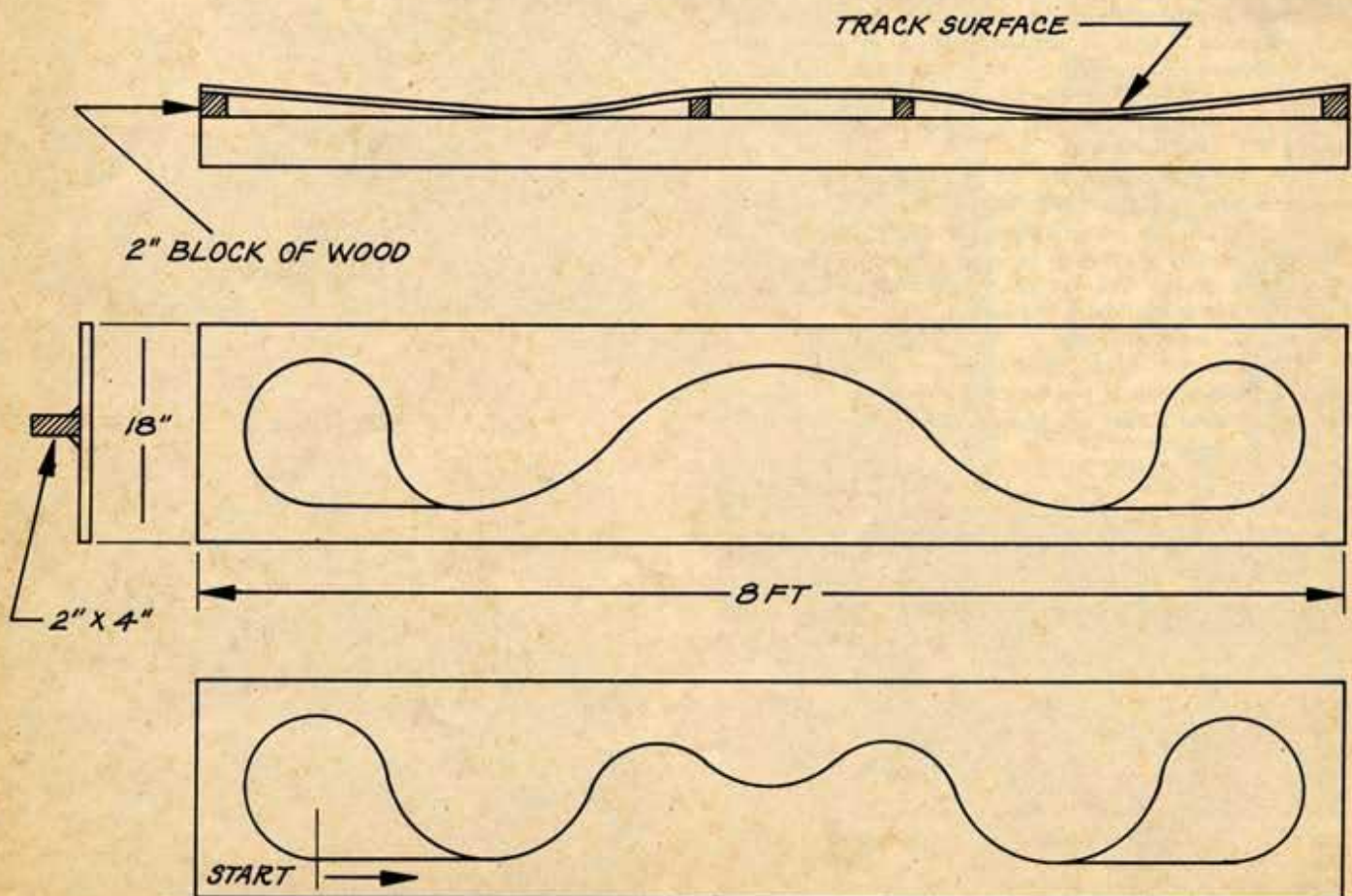
OUR HILLCLIMB LAYOUT



# THE "ESSES"



TEST TRACK — HILLCLIMB ALTERNATE LAYOUT



ALTERNATE LAYOUTS



# Work Shop

## NEW IDEAS IN RACING MODIFICATIONS

### POPULATE YOUR RACE TRACK

Now that you are the owner of a brand new race track or, if you have had one for a while but lacked realism, you will realize that the most important accessory on any track is PEOPLE. After all, on real race courses the first thing one sees on race day is people . . . and lots of them. In case you did not know it, car racing is THE most highly attended type of contest in the world, surpassing baseball and horseracing.

The problem with putting "people" on a track is that costs are too high. There are commercially made sets of half-dozen people or half-dozen mechanics which you can buy but pretty soon you exhaust all the supplies and you are still looking for more. Cost is the most consideration and we think that we have found the perfect solution. Simply go into the nearest dime store and buy a set of plastic (or rubber) soldiers. They usually come in a variety of poses. We bought a box of combat soldiers for 77 cents in a supermarket. There were over four dozen figures in eight different poses. A bit of imagination will reveal several different ways in which these figures can be transformed to serve as mechanics, drivers or spectators on your racecourse. Scale is fairly important. If your layout is in 1/32 scale, a six foot man should be approximately 2 1/4" tall. In HO scale a man is little over 3/4" while in 1/24 scale he is exactly 3".

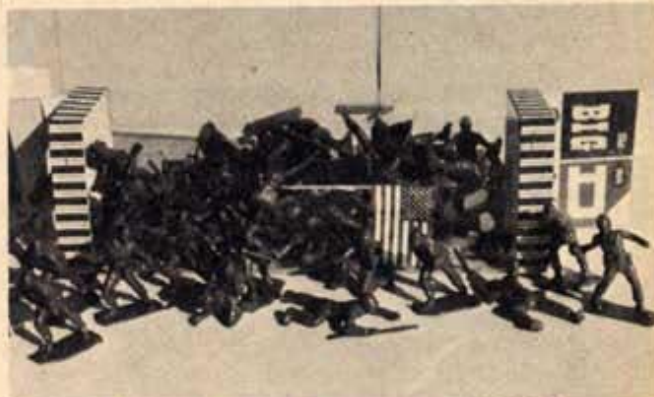
First, with diagonal pliers, cut the unnecessary parts off them. Machine guns, bayonets, walkie-talkie, etc., are usually molded right into the soldier's figure. Simply cut these off until the figure stands, sits, kneels or crawls by itself, figuratively speaking of course. Cut the rim of the helmets off if the figures are not to be drivers and smooth the contours out with a razor blade or Exacto knife.

Now, with fast drying paint (we used Ulrich's enamels) paint the bodies white if you want them to be mechanics or, a variety of colors if they are to be spectators. Use flesh color

to paint the faces, necks and hands. Black paint (or blond) will give a hair like effect. A dot of black will also do for eyebrows or mustache. A dot of blue is nice for eyes. The eyes are so small that a point of a pin will do just nicely to apply paint. Eyes are very important to lend a realistic appearance to the men. Shoes should be brown or black, the soles always black. A rim of color around the cuffs of their pants will appear as socks.

That's all there is to it. For more realism paint the spectators pants bright colors, contrasting with the sweaters or shirts they might be wearing. You can cement plastic "tools" into the mechanics hands and arrange them in various situations around the racecourse. A well populated pit area or infield always brings "AAAAH's" from your audience.

Another possible source of supply for people is toy rocket launching pads made out of plastic. These installations are usually made in 1/32 scale and the people are in very useful poses e.g. man with fire extinguisher, man with arm raised (as starter, etc.).



A GROUP OF FIERCE LOOKING SOLDIERS

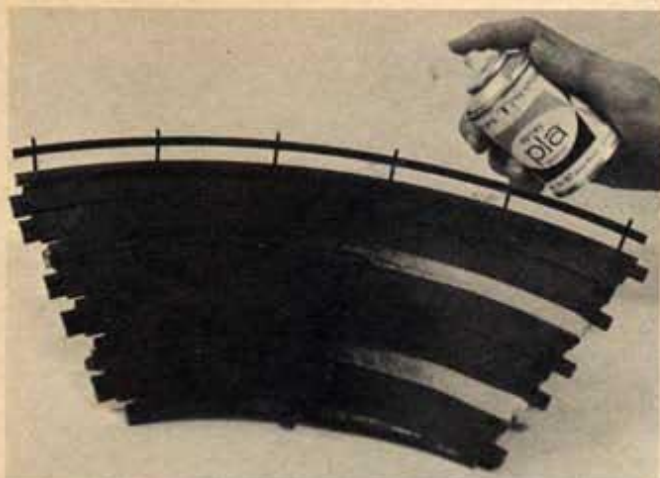


ARE TRANSFORMED INTO . . .



. . . RACING MECHANICS IN CIVILIAN LIFE.





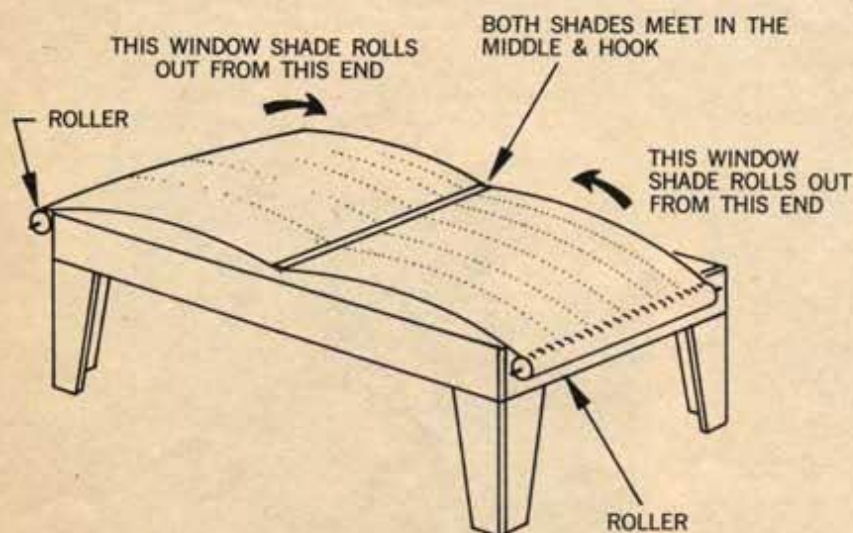
## GUARD RAIL PAINTING

If you run stock cars or midget racers on your slot track this will help give your track a more authentic look. You'll need black spray paint, yellow spray paint, newspaper and masking tape.

1. Cover the metal rails and slots with masking tape and then paint black.
2. Cover the track with masking tape and paper and mask off the guard rail with diagonal strips of tape. Then spray with bright yellow paint.
3. Remove all masking tape and paper and your track and guard rails will look more realistic. —JIM KEELER



## PROTECTING YOUR TRACK FROM DUST



No matter how clean your basement or game room is, there will always be a certain amount of dust in the air. When your track sits unused after a night's racing, with a certain amount of oil, etc. on the track, it can accumulate a large amount of dust rather quickly.

You can protect your track simply by adding a window shade, on its roller attachment, to each end of your track. When you want to cover the track, just pull each shade out to its full length, and they will meet in the middle of the track. Just make a simple hook arrangement to hold them in position. When you want to race, unhook them and let them roll back onto their rollers, and out of the way. Check your Wards or Sears catalog and you will find shades of many different sizes. One to fit your track should be easy to find. —RAYMOND E. HOY

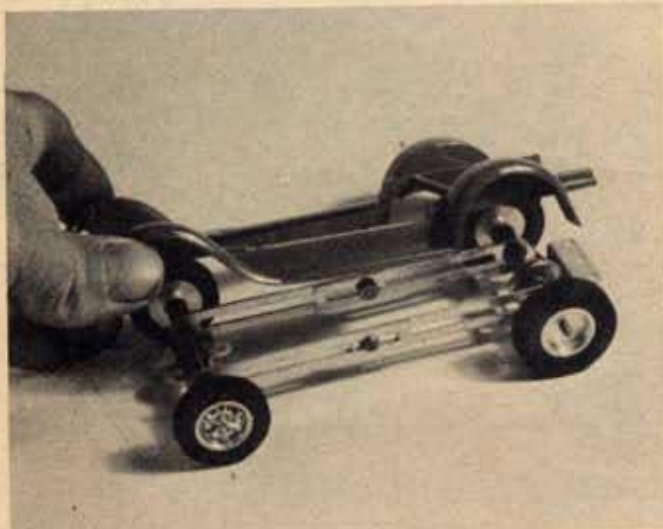


By BOB PAETH

It's good news when a "display" model is introduced that lends itself admirably to slot racing adaption. Monogram's Blue Beetle, while closer to being a concours job, nevertheless is finding favor with table top slam-banging fans. Interestingly, the Beetle can, when converted to slotting with motor, chassis and guideshoe, still retain its interior, "engine" and the bed. Best of all, the conversion shown here shows how to mount the body to the chassis without use of the too-common-and-ugly retaining screws which frequently wind up as an eyesore. So, grab a model of the Blue Beetle and let's see what we do first:



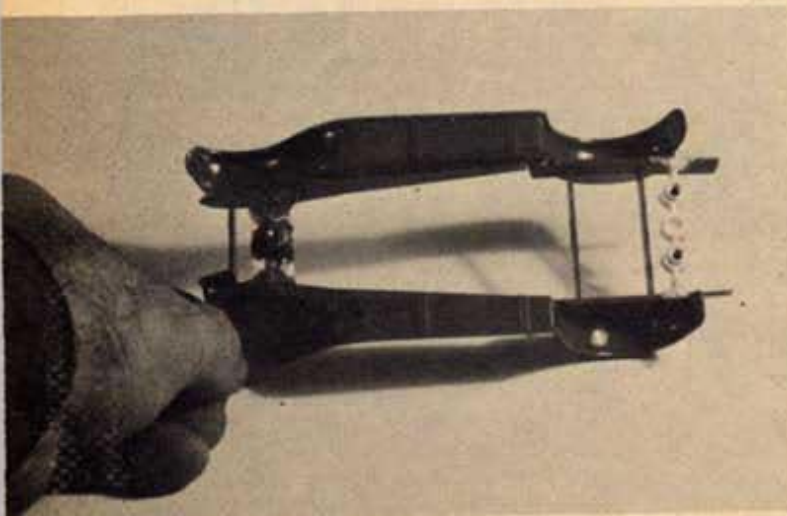
## Build a SLOTTING SURF WAGON



*The chassis best suited to the Beetle is Revell's R-1000. The wheelbase is determined by placing the fender assembly on the chassis then tightening the locking screws.*



*To securely mount the fender assembly to the chassis, cement a piece of plastic, as shown, directly over the mounting spot. Use epoxy for a good, strong bond.*



*At this stage we have both the front and rear body mounts in position. These came from a discarded Revell slot body and were melted into place.*

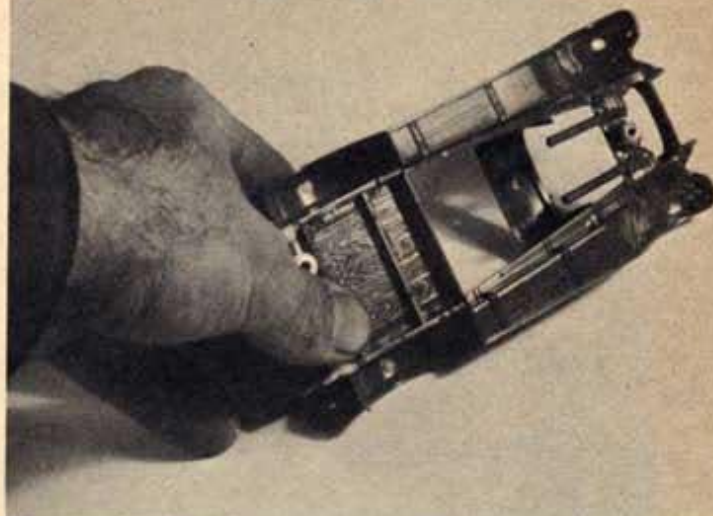


*The two, small locating holes were filled in as they are not needed on this version. Melted plastic or even body putty will work very well for the job.*

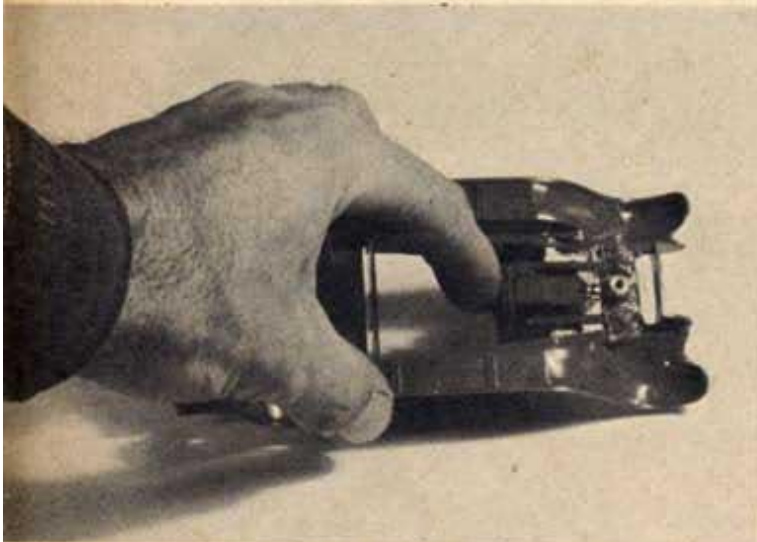




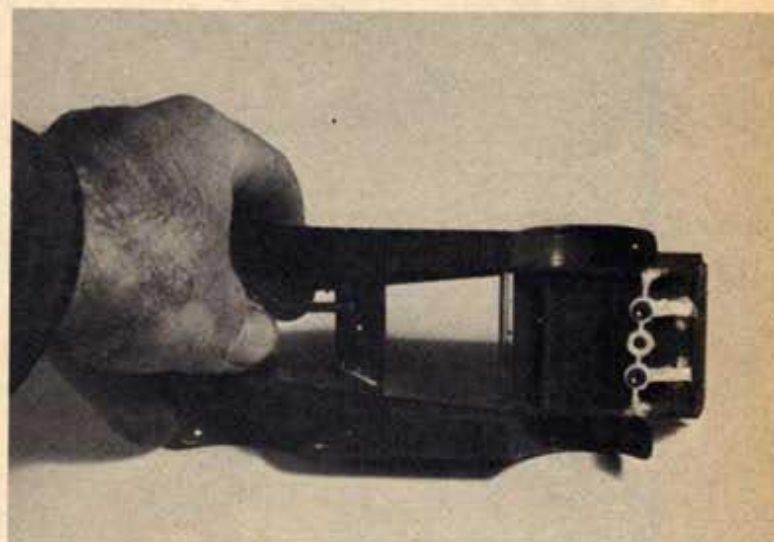
*The interior must be sectioned in order to clear the electric motor. The one used here is an SP-500, but any in-line type powerplant will work equally well.*



*To mount the V8 engine, two pieces of plastic excess are secured at underside of the fender assembly. For added strength, melt them into position.*



*The engine fits between the melted-on plastic pieces. The transmission will have to be cut off the engine block as it would interfere with the electric motor.*



*After cementing the bed in place, add two braces to strengthen the rear mount. The braces can be of plastic from discarded parts "sprues" and melted in position.*



*Since the engine is set back to clear the front mount, the stock firewall cannot be used. A piece of scrap plastic cut to fit around the dash will work just fine.*



*With the bed, cab, engine and radiator cemented into place, the interior can be inserted. Interior is flat black; exterior candy tangerine. Driver is a Mini-Man.*



MCS

# Spotlights: TRACK of the MONTH

## PARMA MODEL RACEWAYS

Cleveland's Liveliest



*Action during race night for 1/32nd scale cars on the 140-foot, six-lane road racing circuit. Owner MacDowell reports that interest continues to burgeon despite the track's one-year age. Circuit and scenery were custom built for the store by a Cleveland specialty builder.*

*During the 12-hour endurance race, the lamp posts were lit, the car's lights (mandatory for this event) fired up and the room lights turned off. Streaks on right are car's lights on time exposure.*





Specialty track builder Pat Kearns of Cleveland, Ohio, is responsible for the construction of the three Parma Model Raceways. Included in the layouts are a dragstrip, a high speed figure-8 and a road racing course with six 140-foot lanes.

The drags seem to be on the popularity increase, so store owner Ken MacDowell reports, but it is still the road course that gets the lion's share of the enthusiastic drivers.

Forty working, scale model lampposts were installed late last year around the road circuit, and they were switched on as the only room illumination during part of the track's twelve hour endurance run. Excitement grew keen as the pint-sized chargers had to reduce speed to stay slotted on the darker, twistier sections of the layout.

A total of four Cleveland-area clubs regularly use the store's facilities. Classes run are late model stocks, sports, GT's, dragsters (of course), all in either 1/24th or 1/32nd scale.

With MacDowell heading off the slot racing scene in Cleveland, the hobby/sport is just as sure to really catch fire there as it has in many other sections of the country.



*Scenery in detail. Little if anything has been overlooked in the insistence on complete realism. Hand-off policy need no longer be enforced as customers are mostly regulars who respect the track.*



*ZZZZzzz-p! That was a dragster that just took off down the chute. Two cars can compete on the lanes nearest the wall, then a marshal at the end sends them back up the outside return lane (with reduced voltage, naturally!)*

*Anxious spectators nearly block the camera's view of the track during race night of a 1/24th club. Slot racing is fun in cities where winter nights can drop below freezing, hinting at just one of the new hobby's appeals.*

*Some watch 'em race. Others look over the shop's stock with an eye to winning next week's event. Similar scenes are repeated numberless times every day in all parts of the nation.*





# NATION-WIDE TRACK DIRECTORY



## CALIFORNIA

### BEACH HOBBY SHOP

2830 Sloat Blvd., San Francisco  
Trophy race nightly; call SE 1-9941

### BERNIE'S RACEWAY A' GO GO

7560 Melrose Ave., Los Angeles 46  
220 ft. R.C. 11 am - 12 pm coffee shop

### BROADWAY HOBBIES

#### MODEL CAR RACEWAY

7961 Broadway, Lemon Grove  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; daily 12-10; races; parking

### INTERNATIONAL HOBBIES

Ph. 374-9083  
2302 $\frac{1}{2}$  Artesia Blvd., Redondo Beach  
Open 7 days; Fig. 8 Road & Drag Strip

### THE TURNPIKE WESTCHESTER

6212 W. Manchester Ave., L.A. 45  
Largest stock & tracks in the world

### THE TURNPIKE NORTH HOLLYWOOD

4835 Laurel Canyon Blvd., N. Hollywood.  
Complete stock; finest races ever!

## COLORADO

### CHAMPIONSHIP RACEWAYS

2227 East Colfax, Denver  
American Model Car Racing Congress

## DELAWARE

### HOBBI-ART SLOT RACING

Midway Shopping Center, Wilmington  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; daily; call WY 4-0281

## FLORIDA

### ORANGE BLOSSOM RACEWAYS

1975 N.W. 36th Street, Miami  
24 slots;  $\frac{1}{32}$  &  $\frac{1}{24}$ ; scale drag strip

### SOUTHEASTERN SLOT RACING CENTER

2031 Wilton Drive, Ft. Lauderdale  
4 tracks - public - all scales - daily

## ILLINOIS

### BOLLMEIER RACEWAYS

107 West Main, Belleville  
12 lanes;  $\frac{1}{32}$  &  $\frac{1}{24}$ ; prizes

## ILLIANA MODEL RACEWAYS

18225 Ada Street, Lansing  
4 race courses & drag strip; 12-10

## SLOT CITY

5525 W. Chicago Ave., Chicago  
Midwest's largest, fastest track  
**SPECK'S KRAZY KORNER'S RACEWAY**

328 East North Avenue, Northlake  
 $\frac{1}{24}$  &  $\frac{1}{32}$ ; races Wed. nites; trophies

## RACELAND HOBBY CENTER

5615 W. Lawrence Ave., Chicago  
150 ft. 8 lanes; 43 ft. straight-a-way

## INDIANA

### EDWARDS VARIETY STORE

#### SLOT TRACKS

5243 Rockville Road, Indianapolis  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; 7 days wk. 10-10 OK pkg.

## LOUISIANA

### HOBBY GUILD

#### SLOT RACING ASSOCIATION

4513-15 Freret Street, New Orleans  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; daily 10-5; Sat. 10-10

## MASSACHUSETTS

### DICK'S HOBBY SHOP

317 Broadway, Lynn — Ph. 592-3033  
HO,  $\frac{1}{32}$  &  $\frac{1}{24}$ ; Open 10 am - 9 pm  
Monday - Saturday

### HOBBY TOWN RACEWAY CENTER

106 State Road, North Dartmouth  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; 10 am - 11 pm; trophies

## MICHIGAN

### BOULLARD'S HOBBY

13936 E. Warren, Detroit 15  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; daily 10-8; 175 ft. 5 lane

### DRAG CITY SLOT CAR RACING

7402 W. McNichols, Detroit  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; daily 2-11; prizes; parkg.

### LE MANS MODEL RACEWAY

30 N. Washington, Ypsilanti  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; open 10 to 10; racing

## MINNESOTA

### WOODCRAFT HOBBY RACEWAYS

823 W. Lake at Bryant, Minneapolis  
Race your car with experts; park free

## MISSOURI

### LEN'S HOBBY CENTER

118 N. Second, St. Charles  
All scales; snack bar, indoor archery

## NEW JERSEY

### HOBBY HEADQUARTERS RACEWAY

62 White Street, Red Bank  
 $\frac{1}{32}$  &  $\frac{1}{25}$ ; open daily; parking

## NEW YORK

### MODEL RACEWAYS, INC.

1480 Dewey Avenue, Rochester  
 $\frac{1}{32}$  &  $\frac{1}{24}$ ; 2 p.m. to 10 p.m. daily

### KERN'S RACEWAY

137 Washington St., Binghamton  
 $\frac{1}{32}$  &  $\frac{1}{25}$ ; 6 lanes 200 ft.; daily

## NORTH CAROLINA

### BILLY ARTHUR, INC.

Eastgate Shopping Ctr., Chapel Hill  
 $\frac{1}{32}$  &  $\frac{1}{24}$  daily ex. Sun. 9-9; parking

### CAROLINA MODEL RACEWAYS, INC.

443 Bradford Drive, Charlotte  
4 trks. daily 1-11, Sat. 10-11; Sun 1-6

## OHIO

### CONNER'S HOBBY CENTER

430 W. Turkeyfoot Lake Road, Akron  
2 challenging road courses, 130' & 90'

### PARMA MODEL RACEWAYS

5421 Pearl Road, Cleveland  
Open 10 am to 11 pm - 7 days a week  
**RACE-O-RAMA MODEL CAR RACING**  
19347 Detroit, Rocky River (Cleve.)  
Daily 12-11; parkg. 5 tracks  $\frac{1}{24}$  &  $\frac{1}{32}$

## OKLAHOMA

### THE SLOT

1035 North Flood, Norman  
Carpeted; CLEAN; races Mon. nites 8-30



The above listed tracks represent but a few of the hundreds now in operation across the country. Commercial track operators interested in placement within this listing should write: Track Directory, Model Car Science, 131 Barrington Pl., Los Angeles, Calif. 90049.



## PENNSYLVANIA

### HOBBY HANGOUT'S SLOT RACING

431 Northampton St., Easton  
HO, 1/32 & 1/24; weekly races

### KEY-V HOBBY & CRAFTS

5129 Frankford Avenue, Philadelphia  
1/32 & 1/24; also drag daily 10 - 9:30

### QUAKER CITY HOBBIES & RACEWAY

910 Chestnut St., Philadelphia  
Downtown Phila's largest slot track

### RACEORAMA - TRAINORAMA, INC.

3401 Rt. 51, Brentwood, Pittsburgh  
20 Lanes, daily - Sun. 12-9; 882-1191

## TEXAS

### ACTION SPEEDWAY & DRAG STRIP

837 W. Davis, Dallas Wh 3-0280  
Daily 11 am - 12 pm; parts-races-drags

### M-A-L HOBBY SHOP,

### MALWOOD ROADRACING

108 S. Lee Street, Irving  
1/32 & 1/24; Std. Wired; open 6 days

### RIVER OAKS HOBBIES AND SLOT RACING

5436 River Oaks Blvd., Fort Worth  
Large selection of cars and parts

## UTAH

### DOUGLAS' UTAH

### MODEL CAR SPEEDWAY

122 E. 2 South St., Salt Lake City  
3 tracks; 7 days a wk., Mon. & Fri. nites

## VIRGINIA

### AZALEA MODEL CAR RACEWAYS

5220 Azalea Ave. Shop Ctr., Richmond  
1/32 & 1/24; road & oval; daily 4-12

## WASHINGTON

### EMPIRE HOBBIES & CRAFTS

6740 Empire Way So., Seattle  
21 lanes; magnets; rechgr.; air cond.

## WISCONSIN

### BLUEMOUND MODEL RACEWAYS

5936 Bluemound Road, Milwaukee  
Slot racing headquarters; 8 lanes

### EXCEL RACEWAYS-OKLAHOMA HOBBY SHOP

1125-1103 W. Oklahoma, Milwaukee  
4 tracks, 2 - 6 & 2 - 4 lane; supplies

## CANADA

### LAKEHEAD CLUB,

### "LIL'S HOBBY LOBBY"

550 Syndicate Ave., Ft. William, Ont.  
Every Fri., Sat., Sunday; 1/24 & 1/32

### LEONARD'S HOBBY CENTRE

1586 Bayview Ave., Toronto, Ontario  
1/32 & 1/24; Canadian Headquarters

### LONDON MODEL RACEWAY

811 Dundas St., London, Ontario  
6 lanes, 138 ft; race nite Tues.-Wed.

### NORTH YORK HOBBIES

### MODEL RACEWAYS

1910 Avenue Rd., Toronto 12, Ontario  
1/32 & 1/24; daily 3-10; parking

### WINDSOR MODEL RACEWAYS

1622 Tecumshie Rd. E., Windsor, Ontario  
3 lrg. tracks; 12 noon 'till 11 daily

Magnesium Wheels  
and SS Axles

# MILA MIGLIA



## CONCENTRICITY OF .001 OR BETTER

Machined from feather light magnesium, Mila Miglias offer less rotating weight giving best acceleration with least power. Perfectly round, precision machined to a concentricity of .001, they cut tire drag and hop giving better traction and ultra smooth performance. Hand polished and balanced, incomparable Mila Miglias offer matchless performance and beauty. Available in 1/24 and 1/32 scale wheels with a 5-40 threaded hub. 13" and 15" scale wheels and tires soon.

Mila Miglia SS axles are precision machined from heat treated stainless steel. 5-40 NC3 precision rolled threads, concentricity to .001 make these the finest axles available anywhere. All sizes, \$.39 each.

Mila Miglias available at local dealers everywhere or from:

**C&O LTD.** 5171 W. JEFFERSON BLVD., LOS ANGELES, CALIF. 90016

YOU AIN'T SEEN  
NOTHIN' LIKE IT

HERE CUM'S

# WILD WOODIE

\$1.00  
Retail

Dig the authentic-looking record disc hub caps... the "cool" surfboard fender effect... hood ornament is a center board from a surf board.

It's ship-side sophistication with fancy porthole windows, real simulated wood grain paneling and "knuckle-buster" ship steering wheel.

The wildest grill styling scaled to 1/24 inch, beautiful body for revamping and steerable front wheels.

Roof has storage compartment for three surf boards in the kit, way-out wide slicks and dual stack tool!

The unearthly, surfing wagon that's ideal for extra fun for the free-thinking customizer!

You ain't seen nothin' like it. The WILD WOODIE has been authentically reproduced with every conceivable part... for power packed performance. The body style is the sleekest... it has all the tantalizing trim a "cat" could want for those sunny excursions. It's so wild, it moves standing still. Surfer or observer, you just ain't "hip" till you have this Hawk kit in your collection. And no need to exert yourself - the kit comes complete with easy instructions.

It's the grooviest, gassiest chassy for sassy surfers!

Send for full color catalog on all Hawk Kits or see your dealer.

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Most  
Trusted  
Name In  
Modeling

4600 N. Dicot Ave., Chicago, Ill. 60631



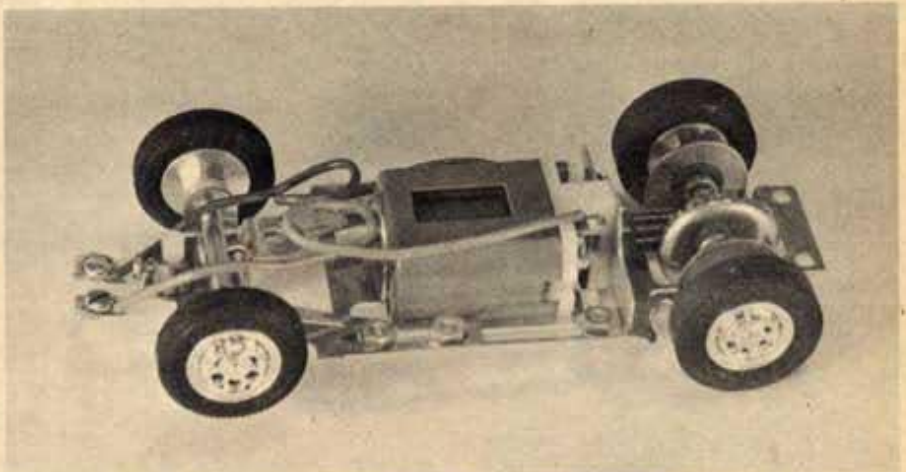
# MOTOR SWAPPING IN

How to adapt the versatile Monogram unit to the power of your choice

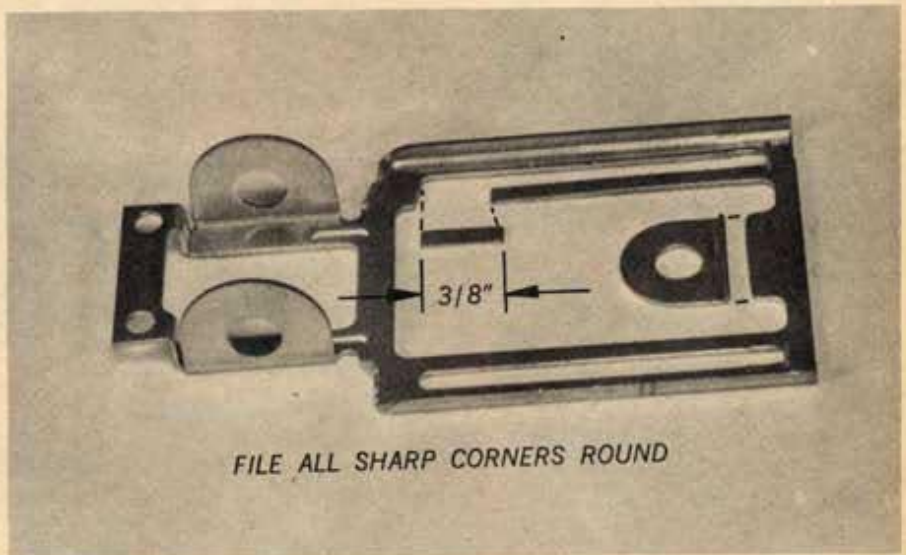
By JACK BEHREND

The all brass frame used in Monogram's 1/32 racing cars provides an excellent basis for a motor swap. The frame has a low center of gravity which results in good all-around handling. It also features a positive interlocking system of tabs that perfectly aligns the frame to run true. The stock frame is set up to handle the Tiger X-100 racing motor. However, the Russkit 22 and Revel SP 510X will also drop in with no modification.

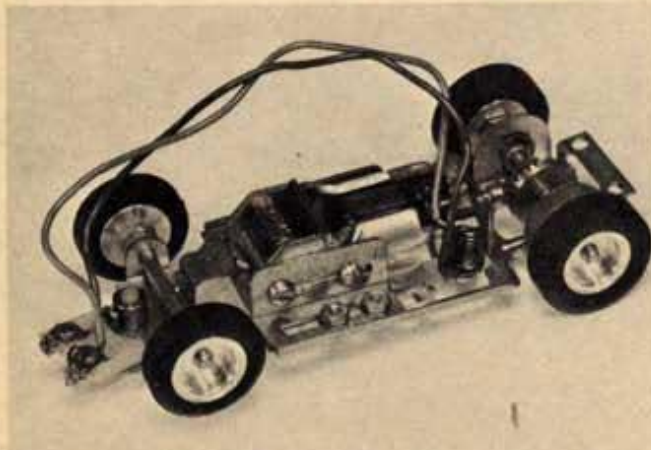
The brackets in the drawing and photos show how easy it is to install your choice of Pittman 196, 196A, 70-6, RP-66, RP-77, or Ram 711 slot racing motor. The brackets are made from 1/32" brass stock which can be purchased at your local hobby shop. It is best to make the motor bracket first and then modify the frame. The modified chassis will fit into any of the Monogram 1/32 slot racers with no body modifications.



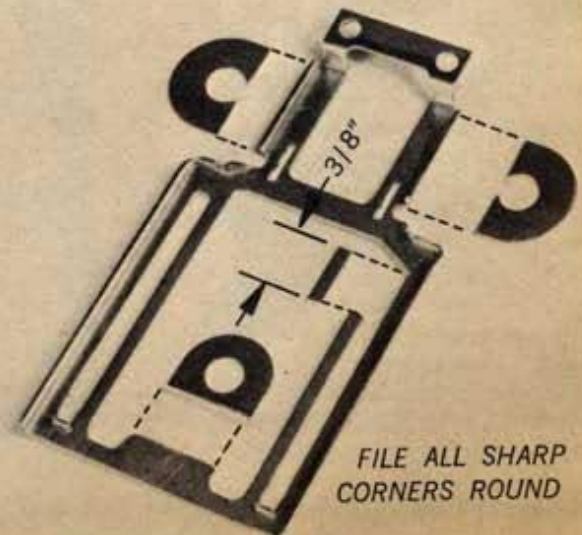
*Slot car fans, like their big car brethren, are seldom satisfied with stock performance. Let's see how many other motors will go in this Monogram chassis.*



*To replace the Tiger X-100 with an RP66, remove the rear motor support and cut out portion as shown in the photo, right.*



*Above is the RP66 installed with bracket A. Frame has been notched for brush holder. At right, frame is cut as shown for Pittman 196, 196A and Ram 711. For 196A do not cut notch for brush holder clearance.*



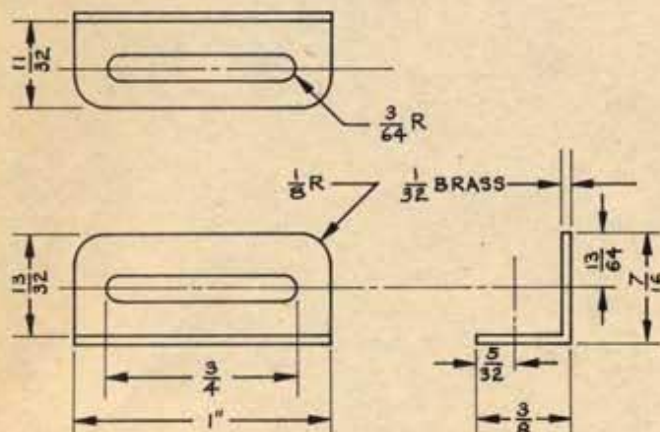


# THE "TIGER" CHASSIS

THESE MOTOR BRACKETS ARE FOR THE FOLLOWING MOTORS

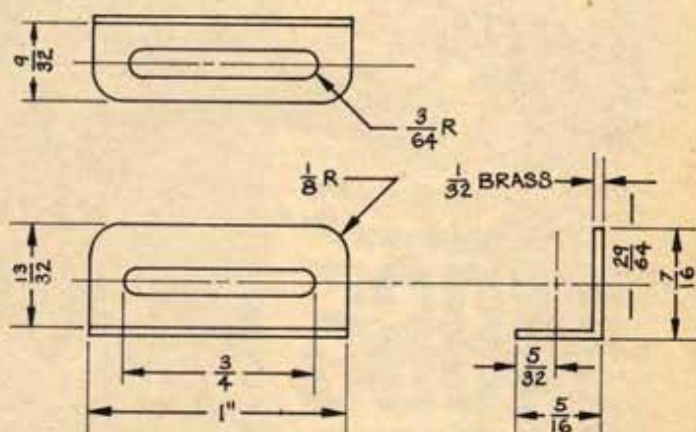
**"A"**

PITTMAN — 196 & 196A  
RAM 711  
REVELL — RP66

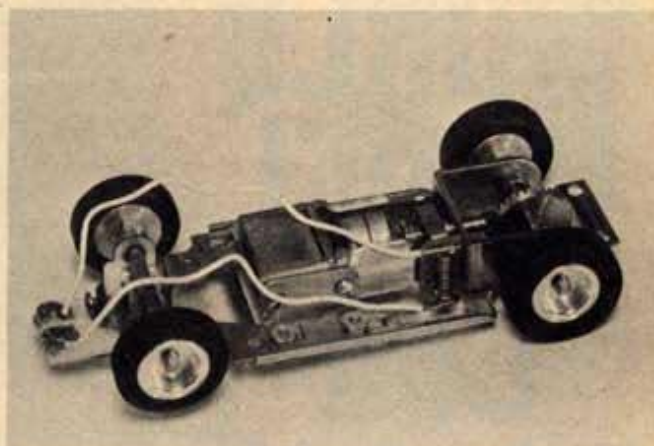


**"B"**

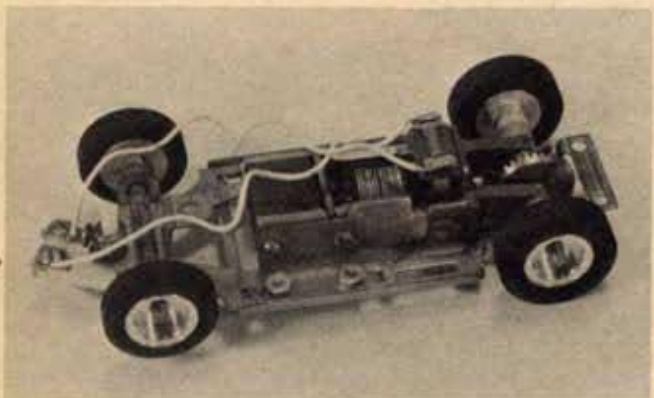
PITTMAN 70-6  
REVELL — 77



The rapid Pittman 196 has here been installed using bracket A, shown in drawing above.

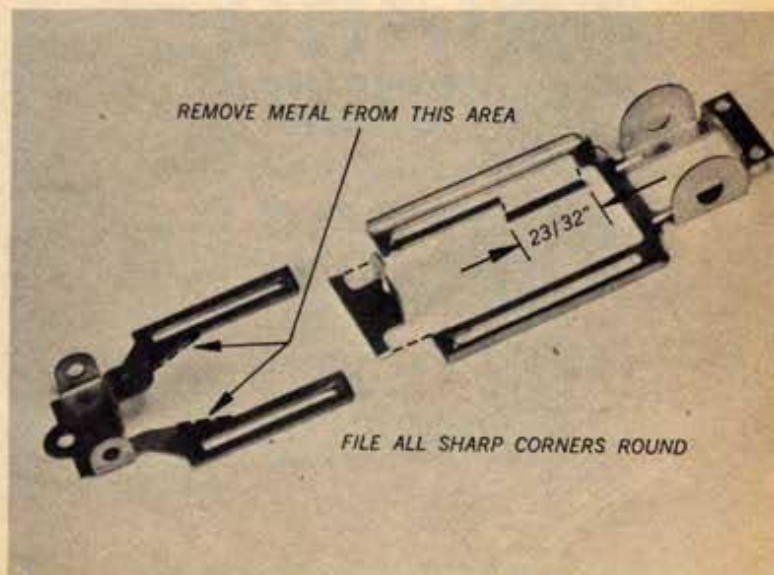


Bracket A is used here once again, this time to retain the Ram 711 motor.



This is how to install the Pittman 196A motor in Monogram's chassis using bracket A.

The frame has to be cut as shown at right to install the RP-77 and Pittman 70-6 motors.







THE AMERICAN MODEL CAR  
RACING CONGRESS  
announces

# 1965 WORLD MODEL CAR RACING CHAMPIONSHIPS

PRIZES VALUED AT OVER

## \$100,000

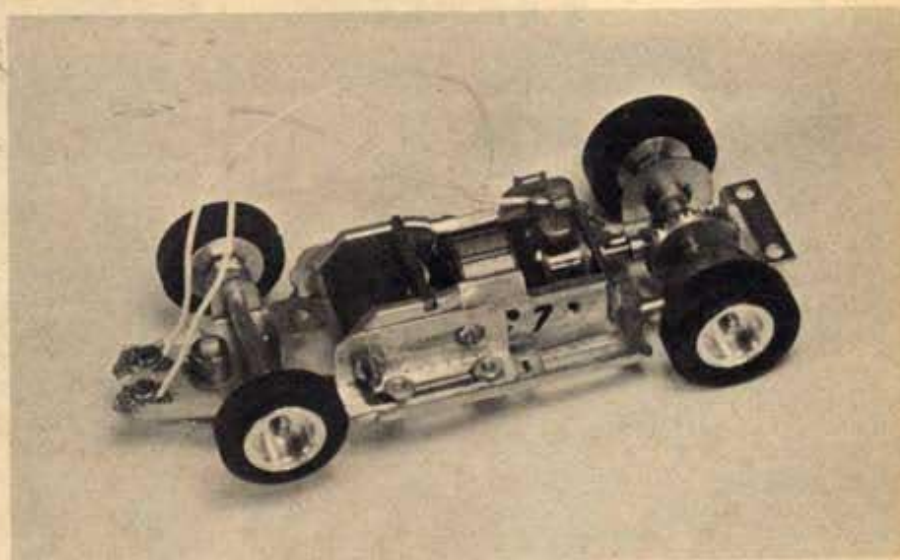
including scholarships, full-size automobiles  
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races. More than 200 winning drivers will be  
flown to Los Angeles for elimination events.

Contests will be held on  
American's Official Championship Raceways

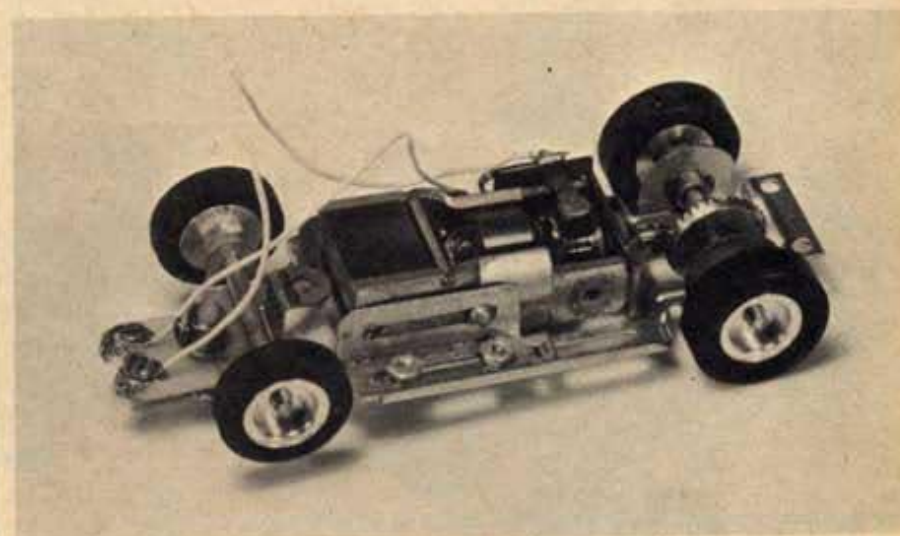
For entry forms, write  
World Championships  
American Model Car Racing Congress  
8447 Wilshire Blvd.  
Beverly Hills, California 90211

MC1-7

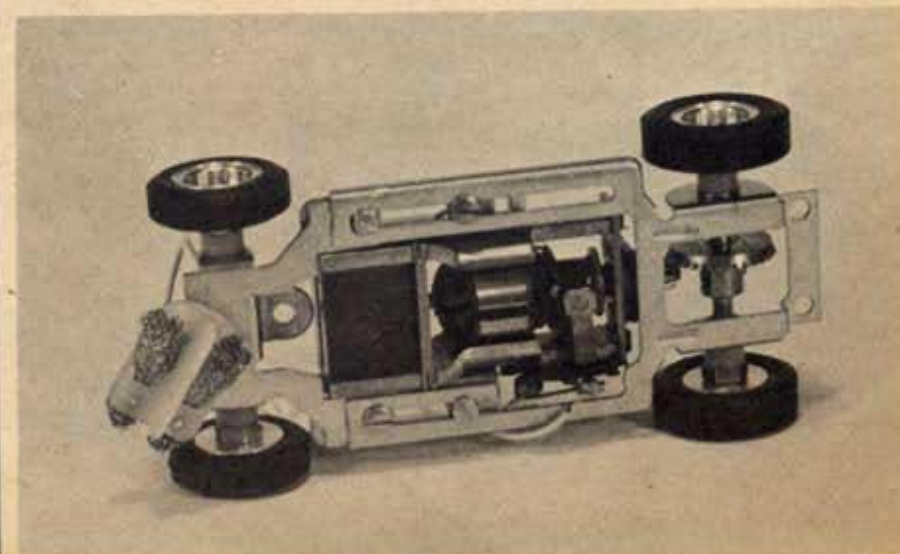
## MOTOR SWAPPING *continued*



*Bracket B, illustrated at top right corner of previous page, is used to install the RP-77 in the Tiger chassis as shown here.*



*Bracket B is used in these two views of the same illustration, above and below, to install the popular Pittman DC 70-6 motor.*







# DYNAMIC NEWS

THE WORD FROM DYNAMIC MODELS... WORLD LEADER IN MODEL RACE CAR ACCESSORIES

Vol. 2, No. 7

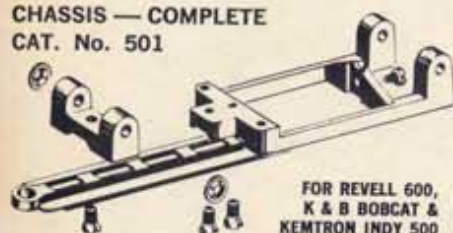
Van Nuys, California

July, 1965

## BEFORE YOU BUY ANY CHASSIS... CHECK AND COMPARE ALL THESE IMPORTANT FEATURES!!

The "DynaMite" Chassis Will Come Out On Top Every Time!!!

CHASSIS — COMPLETE  
CAT. No. 501



The ideal model race car chassis must have 5 important features: *lightweight, low center of gravity, ease of assembly, maximum adjustability and versatility.* The "DynaMite" Chassis is outstanding in every feature and here's proof . . .

### LIGHTWEIGHT

All DynaMite chassis are "feather" light, high strength cast aluminum. For example, our new Cat. 501 Chassis *weighs less than 1 ounce.* If driving experience indicates extra weight is needed, a lead weight (Cat. 688) may be used.

### EASE OF ASSEMBLY

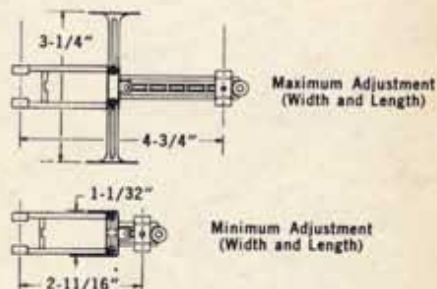
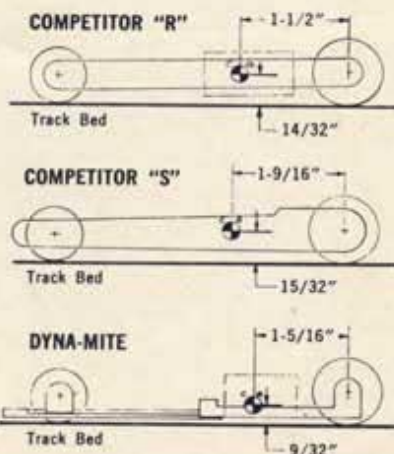
When you put your "scratch" car together, you want to do it quickly and easily with a minimum of equipment. Check these facts . . .

MANUFACTURER	ASSEMBLY TIME	NECESSARY TOOLS
Competitor "R"	Over 1 hour	Screwdriver, Knock-off-Nut Wrench, Patience
Competitor "S"	Over 3 hours	Same as above plus Soldering Iron and Knife
Dyna-Mite	34 minutes	Screwdriver and K-O-N Wrench

*How's that for speed and simplicity?*

### LOW CENTER OF GRAVITY

The more your race car "hugs" the track bed, the easier it is to handle and *your* chances of accident are minimized. The DynaMite chassis has the lowest center of gravity as you can see . . .



### MAXIMUM ADJUSTABILITY

The DynaMite chassis is adjustable for length and width with just a screwdriver. Other chassis adjust only for length and on some you even have to do a re-soldering job. Take the easy way.

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You won't believe it — but you can make over 3,000,000 different race cars using various Dynamic wheels, tires, axles, flags, K-O-Nuts, front ends, rear motor mounts, tongues, etc. *All changed with just a screwdriver.*

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Our huge volume makes it possible for us to produce the very highest quality products at low, low prices. Even more important is that *all* Dynamic accessories are interchangeable, you *know* that each and every part can be used whether you change your rolling frame, chassis, motor mounts or just an axle. You don't have to scrap anything you don't want to.

When you get the "itch" to "scratch" — check and compare Dynamic with any other accessory manufacturer — item by item — price by price!!!

SEND 10c FOR COMPLETE CATALOG OF ALL DYNAMIC MODELS QUALITY RACING ACCESSORIES

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# WANT TO TAKE OFF SOME WEIGHT? TRY THE COX WAY!

4 new quality chassis for Side-winder and In-line Cars. Built of die-cast magnesium which is about half the weight of the usual aluminum, only one-fifth the weight of brass. Precision made by COX. Each chassis complete with finely detailed "mag" wheels and racing tires.

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with new tapered axles and matching wheels, and exceptionally low center of gravity for road hugging. Adjustable body brackets, pre-drilled and slotted. Cox hi-efficiency gear.

No. 4300 1:24 or 1:25 scale for X-100 Motor

No. 4400 1:24 or 1:25 scale for X-200 Motor

Kit complete except motor & body, each  
**5.98** Sug. Ret.

## IN-LINE

First truly lightweight In-line chassis. Adjustable brackets. No drilling or trimming necessary. Cox hi-efficiency gear.

Kit complete except motor and body...

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No. 4200 1:24 scale for X-100 Motor

**4.98** Sug. Ret.



FIRST FROM

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